

June 2025 ACS Rail Updates

Welcome to the **June 2025** edition of ACS Rail updates.

The following pages contain summaries of updates which may be relevant to you. Please brief and distribute this information to the relevant people as per your internal procedures.

The ACS Team

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BRIEFING REQUIREMENTS:

NOTE: Contractors are responsible for arranging and undertaking and recording their own Safety and Awareness Briefings in accordance with their own processes and procedures.



Principal Contractor
(Trackside)

On-Track Plant
Operations Scheme



Free Access to Network Rail Standards

Free access

to Network Rail's extensive catalogue of standards and controls documentation is now available via the Network Rail Standards Portal

<https://standardse-networkrail.msapproxy.net/>

New users, please register for access to the Network Rail Standards Portal by [completing this registration form](#), so that your new log in account can be set up.

Please ensure that you use your individual company email address, and not a generic email address.

If you have any queries re the registration form or the Network Rail Standards portal, please email: STSupplierSupport@networkrail.co.uk

IMPORTANT NOTICE:

As a consequence of Network Rail's IT security policy, **users accounts will be automatically deleted following 90 days of inactivity.**

In this instance you will be **required to re-register for a new account.**

Changes to Network Rail Standards

Issue 135: 07 June 2025 – 05 Sep 2025

Standards Change Overview – June 2025

Reference	Title	Issue	Compliance Date
NR/L2/CIV/1000	Competence Management for Buildings and Civils Infrastructure	7	06/09/2025
NR/L3/CIV/151	Application of Standard Designs and Details for Building and Civil Engineering Works	9	06/09/2025
NR/L3/CIV/15101	Index of Standard Designs and Details for Building and Civil Engineering Works	1	06/09/2025
NR/L2/ELP/27229	Specification for remote control equipment for electrical distribution systems	3	06/09/2025
NR/L3/ELP/00750	DC Conductor Rail Electrified Line Working Instructions	2	07/06/2025
NR/L3/ELP/27250	Conductor Rail Equipment - Design and Maintenance Working Instructions	10	07/06/2025
NR/L3/INF/02221	Document Creation and Approval	2	06/09/2025
NR/L3/INF/02225	Records Management	2	06/09/2025
NR/L2/MTC/10662	Process for the creation of new or revised maintenance regimes using Reliability Centred Maintenance (RCM)	14	06/12/2025
NR/L2/MTC/CTM455	Management of competencies within the competence matrix	1	07/06/2025
NR/L2/MTC/001	Maintenance and Works Delivery Management Manual	3	06/12/2025
NR/L2/MTC/PL0175	Infrastructure Maintenance Planning Handbook	11	06/12/2025
NR/L3/MTC/ME0300	Mobile Maintenance Train Operational Procedures	4	06/09/2025
NR/L3/MTC/MG0213	Index of Standard Maintenance Forms	25	07/06/2025
NR/L2/RMVP/0200	Infrastructure Plant Manual	16	06/09/2025
NR/L2/RSE/100	Network Rail Assurance Panel Processes	9	07/06/2025
NR/L2/SIG/11774	Clamp Lock Handbook	7	06/09/2025
NR/L2/SIG/30014	Signal Works Testing Handbook	24	06/09/2025
NR/L3/SIG/10064	General Instructions to Staff Working on S&T Equipment	13	06/09/2025
NR/L3/SIG/10663	Signal Maintenance Specifications	19	06/09/2025
NR/L3/SIG/10665	Reliability Centred Maintenance of Signalling Equipment	24	06/09/2025
NR/L3/SIG/11231	Signalling Maintenance Testing Handbook	22	06/09/2025
NR/L3/SIG/11235	Signalling Intermediate Testing Handbook	4	06/09/2025
NR/L2/SIGELP/50000	Safe Working and Maintenance on or near Signalling Power Distribution Equipment above 175 V AC	6	06/12/2025
NR/L3/SIGELP/50001	Signalling Power Distribution Equipment above 175 V AC	7	06/12/2025
NR/L2/TEL/30103	Testing Requirements – Public Emergency Telephone System (PETS)	2	06/09/2025
NR/L3/TEL/30181	Telecoms Maintenance Work Instructions Handbook	14	09/09/2025
NR/L2/TRK/1110	Qualification and certification of Non-destructive Testing personnel	3	06/09/2025
NR/L3/TRK/003	Index of Track Engineering Forms	51	06/09/2025
NR/L3/ELP/27052	Working Instructions for D.C. Electrified Lines on the Northern City Line	8	Withdrawal date: 07/06/2025
NR/L1/OPS/290	Network Rail Business Continuity Management	1	Withdrawal date: 07/06/2025

Note: Entries in **RED** denote a standalone standard withdrawal

Current Emergency Changes

To access any active Emergency Change you need to refer to its associated Network Rail Standard. **The front page of the standard will provide details of the relevant change.** When using the online service there will be an active link to each relevant change.

Reference	Title	Issue	Date
NR/BS/LI/509	Standard/control document affected: NR/L2/TRK/001/mod05 (Issue 9), [Switches and Crossing]	1	17/02/2025
NR/BS/LI/508	Standard/control document affected: NR/L2/TRK/001/mod03 (Issue 8), [Plain line track]	1	11/11/2024
NR/BS/LI/507	Standard/control document affected: NR/L2/TRK/001/mod05 (Issue 9), [Switches & Crossings]	1	11/11/2025
NR/BS/LI/506	Standard affected: NR/L3/ELP/SAI25 (issue 3) Working On or About Overhead Line Equipment (SAI) (For Early Deployment in North West and Anglia Routes)	1	02/10/2024
NR/BS/LI/505	Standard/control document affected: NR/L2/TRK/001 Mod08 (Issue 6), Broken or damaged rails and Crossings including Tri Metallic Zone	1	31/07/2024
NR/BS/LI/504	Standard/control document affected: NR/L2/TRK/001/mod14 (Issue 8), Managing Track in Hot weather	1	24/06/2024
NR/BS/LI/503	Standard/control document affected: NR/L2/TEL/00013 (Issue 4), Specification for cable troughing	1	31/07/2024
NR/BS/LI/502	Standard/control document affected: NR/L2/TEL/30072 (Issue 3), Specification for the maintenance of DOO(P) CCTV, guard-assisted CCTV and DOO mirror systems	1	21/11/2023
NR/BS/LI/501	Standard/control document affected: NR/L3/ELP/27720 (Issue 1), Test Before Touch for Overhead Line Equipment (replaces NR/BS/LI/490)	1	10/06/2024
NR/BS/LI/500	Standard/control document affected: NR/L2/CTM/014 (Issue 2), Competence & Training in Overhead Line Engineering WITHDRAWN – Incorporated into NR/L2/CTM/014/ADD	1	13/12/2023
NR/BS/LI/499	Standard/control document affected: NR/L2/CIV/196 (Issue 1), Standard Specification for New and Upgraded Escalators	1	01/06/2023
NR/BS/LI/498	Standard/control document affected: NR/L1/RMVP/0001 (Issue 5), Plant and Traction & Rolling Stock Policy	1	02/05/2023
NR/BS/LI/496	Standard/control document affected: NR/L2/OHS/003 (Issue 9), Fatigue Risk Management and associated Modules	1	03/02/2023
NR/BS/LI/472	Standard/control document affected: NR/L2/CIV/196 (Issue 1), Standard Specification for New and Upgraded Escalators	1	28/07/2021
NR/BS/LI/383	Standard affected: NR/L2/CTM/021 (Issue 4). Competence and Training	2	08/12/2016
NR/BS/LI/371	Standard affected: NR/L2/CIV/162 (Issue 2). Platform Extensions. Location of metal structures on Third Rail area Station Platforms	1	02/03/2016
NR/BS/LI/292	NR/L3/TRK/1010 (Issue 2). Management of responses to extreme weather conditions at structures. earthworks and other key locations	1	18/07/2013
NR/BS/LI/163	Standard affected: RT/CE/S/130 (Issue 1). Flash-Welded Rails: Site Welded Strings	2	01/10/2010
NR/BS/LI/154	Use Of The Geismar THR542 Lightweight Stressing Equipment In Tandem. Standard affected: NR/L2/TRK/3011 (Issue 6)	1	18/01/2010
NR/BS/LI/101	Standard affected: RT/CE/S/077 Storage. Installation & Testing of TSR & ESR AWS	1	08/09/2008
NR/BS/LI/060	Traction electrical distribution sites with compromised earthing due to theft of cables - affected standard NR/SP/ELP/21032	1	23/11/2006
NR/BS/LI/047 - E&P	Bimold Connections on Rectifier Transformers at DC Traction Substations	1	05/05/2006
NR/BS/LI/032	Labelling of Track Isolating Switches (T.I.S)	1	17/10/2005

Current Technical Instructions

Reference	Title	Issue	Date
TI 000	Index of Technical Instructions Contained in NR/L2/SIG/11120	36	03/09/2022
TI 022	Robust Train Protection: Replacement OSS positioning rules	4	07/04/2019
TI 059	Low Voltage DC Track Circuits & Electric Point Heating	1	03/03/2007
TI 062	DC Track Circuits: Abutting Low-&Medium-Voltage Types	1	01/04/2007
TI 101	Signalling Circuits Carried Over Telecom Transmission Systems - Impact on Train Describer Specifications	2	10/12/2008
TI 149	Intelligent Infrastructure Data Logger – Design, Install and Commission	2	09/06/2011
TI 157	SSP 50 – Remote Control Standby Arrangements GK/RT0025 (GK/GN0525) - Signalling Control Centres	1	24/02/2011
TI 176	VSCS Crossing Reminder with Signal Inhibits: Standard/Control document affected: NR/SP/SIG/10067 Issue 2	1	06/03/2021
TI 177	SCS Interaction Logging and Visual Playback: Standard/Control document affected: NR/SP/SIG/10067 Issue 2	1	06/03/2021
TI 178	Standard/Control document affected: NR/L2/CTM/012 (Issue 3), [Competence and Training in Signal Engineering & NR/L2/CTM/012/044 (Issue 1), [Competence and Training in Signal Engineering SMTH]	2	15/03/2022
TI 181 & TI 181 Appendix	Standard/control document affected: NR/L3/SIG/11231 (Issue 18), Signal Maintenance Testing Handbook, NR/SMTH/Part05, Part08 and Part09; NR/L3/SIG/10663 (Issue 16), Signal Maintenance Specifications, NR/SMS/Part/Z/Z01	1	09/03/2023
TI 182	Standard/control document affected: NR/L3/SIG/10663 (Issue 16), Signal Maintenance Specifications NR/SMS/Part C NR/L2/SIG/30014 (Issue 21), Signal Works Testing Handbook NR/L2/SIG/30014/D115, NR/GN/SIG/19047 (Issue 3), SIGTAN047 - Points (General)	3	16/11/2023
TI 184	Standard/control document affected: NR/L2/SIG/11201 Module X39 (Issue 2); NR/L3/SIG/10661 (Issue 23); NR/L3/SIG/10663 (Issue 16); NR/SMS/PARTC/LC71 (Issue 4) HISTORIC 11 April 2025	1	04/09/2023

Current Special Inspection Notices

Reference	Title	Issue	Date
NR/SIN/221	Inspection of Elevated Housings in Corus Cogifer RT60 S&C Units	1	17/02/2025
NR/SIN/221/RECORD	Inspection of Elevated Housings in Corus Cogifer RT60 S&C Units – Record Card	1	17/02/2025
NR/SIN/220	Managing Lateral Forces on Sub 800m Longitudinal Bearer Systems	1	06/12/2024
NR/SIN/220/REGISTER	Register of Sub 800m Longitudinal Bearer Systems	1	06/12/2024
NR/SIN/219	Mallatite Lightweight Adjustable Brackets	1	24/05/2024
NR/SIN/217	Inspection of Signal Overrun Protection Effectiveness at Level Crossings	1	24/11/2023
NR/SIN/217/APPENDIX A	Inspection of Signal Overrun Protection Effectiveness at Level Crossings – Appendix A	1	24/11/2023
NR/SIN/216	Replacement of Frauscher IMC040 Boards with IMC0404A Boards in Vamos Crossing Systems Closed 11 April 2025	1	11/03/2024
NR/SIN/215	Escalator Step Vinyl Graphics	1	01/07/2023
NR/SIN/214	Survey of Morris Line Engineering (MLE) 1250Amp Disconnectors High Level Position "micro" switches Indication Assemblies	1	28/06/2023
NR/SIN/213	Survey of Morris Line Engineering (MLE) 1250Amp Disconnectors	1	28/06/2023
NR/SIN/212	Application of Nord-Lock washers with Frauscher wheel sensors associated with Vamos level crossings	1	27/04/2023
NR/SIN/210	Investigation into the Diversity for Critical Signalling Services provided over FTN and FTNx	1	13/07/2022
NR/SIN/207	Duvine DD920 Battery Chargers	2	18/04/2024
NR/SIN/206	Managing wheel strike risk at east obtuse crossings Closed 01/04/2025	2.2	12/01/2022
NR/SIN/206/RECORD	Managing wheel strike risk at east obtuse crossings – Workbook Closed 01/04/2025	1	24/12/2021
NR/SIN/204	Special Inspection Notice of Operational Property Buildings for inspection of pitched roofs gable walls	1	17/06/2021
NR/SIN/202	Safety of DTS CCTV Polecat System	1	30/07/2021
NR/SIN/199	Safety of Machinery in Network Rail Owned and Operated Depots and Facilities	1	21/01/2021
NR/SIN/196	Risk Assessment and Inspection of Longitudinal Bearer Systems	1	29/07/2020
NR/SIN/188	Removal of Howells BR985 (Mk2) Re-Engineered Hydraulic Level Crossing Barrier Packs	1	11/03/2019
NR/SIN/180	Level Crossing Train Detection Configuration	1	12/03/2018
NR/SIN/180 Appendix B	Level Crossing Train Detection Configuration – Appendix B	1	12/03/2018
NR/SIN/173	Management of risk at User Worked Level Crossings equipped with Power Operated Gate Openers (POGOs) or with both Barriers and Miniature Stop Lights (MSLs)	1	26/04/2018
NR/SIN/173/Appendix F	Management of risk at User Worked Level Crossings equipped with Power Operated Gate Openers (POGOs) or with both Barriers and Miniature Stop Lights (MSLs) - Appendix F	1	26/04/2018
NR/SIN/173/Appendix E	Management of risk at User Worked Level Crossings equipped with Power Operated Gate Openers (POGOs) or with both Barriers and Miniature Stop Lights (MSLs) - Appendix E	1	26/04/2018
NR/SIN/173/Appendix D	Management of risk at User Worked Level Crossings equipped with Power Operated Gate Openers (POGOs) or with both Barriers and Miniature Stop Lights (MSLs) - Appendix D	1	26/04/2018
NR/SIN/173/Appendix C	Management of risk at User Worked Level Crossings equipped with Power Operated Gate Openers (POGOs) or with both Barriers and Miniature Stop Lights (MSLs) - Appendix C	1	26/04/2018
NR/SIN/173/Appendix B	Management of risk at User Worked Level Crossings equipped with Power Operated Gate Openers (POGOs) or with both Barriers and Miniature Stop Lights (MSLs) - Appendix B	1	26/04/2018
NR/SIN/169	VT1 Type Relays Inspection	3	26/06/2020
NR/SIN/166	Inspection of Howells Re-Engineered Level Crossing Power Packs	1	22/05/2017
NR/SIN/162	Inspection of Dorman Classic and CLS LITE LED Signals	2	08/11/2018
NR/SIN/160	Covtec Supplementary Audible Warning Device (SAWD)	2	20/04/2020
NR/SIN/158/Appendix C	Trunnion Bolt Replacement SINAC Form	1	18/11/2016
NR/SIN/158	Level crossing pedestal trunnion bolts	1	18/11/2016
NR/SIN/143	Special Inspection of Architectural Features attached to Station Building Assets	3	24/04/2015

RSSB - Standards and the rail industry

Access all current (and many withdrawn) Railway Group Standards, Rail Industry Approved Codes of Practice (RACOPs), Guidance Notes (GNs) and Rail Industry Standards (RISs).

<http://www.rssb.co.uk/railway-group-standards>

Useful links:

- [Catalogues](#)
- [Latest Updates to Standards](#)
- [Using Standards](#)
- [Finding and staying up-to-date with standards](#)

Railway Group Standards (RGSs)

Mandatory requirements for the GB mainline railway system are defined in Railway Group Standards (RGSs). They facilitate the management and operation of the mainline railway as a shared system. RGSs set out technical requirements applicable to vehicles or the infrastructure, or processes applicable to transport operators.

Standards Catalogue <http://www.rssb.co.uk/railway-group-standards>

Rule Book (GE/RT8000)

The Rule Book (GE/RT8000) and other National Operations Publications are documents that contain direct instructions for railway staff.

The Rule Book is held in printed copy by over 100,000 people, and as such is probably the best known and most widely distributed in the entire RSSB catalogue. Even greater numbers of people are known to use it as a reference and information document both from the United Kingdom and abroad using the online version.

You can still order hard copies of individual standards and Rule Book modules or handbooks from Willsons External link (Tel: 01636 702334) or download them from the Railway Group Standards section of this site.

Rule Book App

Get 24/7 access to the Rule Book via your phone, tablet, desktop or laptop with the Rule Book App. It's easy to use, search, personalise and update, and you can acknowledge amendments with one touch. Find out more on our dedicated [Rule Book App page](#).

Rule Book Briefing Leaflet

[GERT8000-RBBL Iss 41](#)

Each issue of the Rule Book Briefing Leaflet contains a summary of the changes being introduced to GERT8000.

GE/RM8000 Master Module Manual

RSSB has produced this manual to provide end-users with access to the content of GE/RT8000 (The Rule Book) that is relevant to all roles as defined in the Rule Book Matrix published by RSSB:

Rule Book Module Matrix: <https://www.rssb.co.uk/-/media/Project/RSSB/RssbWebsite/Documents/Public/Public-content/Using-Standards/Rule-Book-Module-Matrix.xls>

[GERM8000-master-module Iss 15](#)

Controlled Document List 07 June 2025

Key

StdNo	Current standard
Stdno	New Standard
StdNo	Live standard pending withdrawal
StdNo	Superseded/Withdrawn

RAIL MANAGEMENT SYSTEM		
Ref. / Title	Issue No	Issue Date
Rail Management System		

GROUP STANDARDS Website: http://www.rssb.co.uk/railway-group-standards		
Ref. / Title	Issue No	Issue Date
Modular Rulebook GE/RT8000/ (See separate page for listed modules and issue dates)	-----	-----
GEGN8575 Guidance Note on the Management of Electrical Risk Related to Operational Tasks on Electrified Lines	1	12/2021
GEGN8613 Application of human factors within safety management systems	1	03/2021
GERM8000 Possession Workers Manual	10.1	11/2024
GERM8000 Possession Workers Manual	11	03/2025
GERM8000 Track Workers Manual	13.1	11/2024
GERM8000 Track Workers Manual	14	03/2025
GERM8000-master-module Master Manual	14.1	11/2024
GERM8000-master-module Master Manual	15	03/2025
GERM8000 Signaller and Signalling Technician Manual	14.1	03/2025
GLRT1210 AC Energy Subsystem and Interfaces to Rolling Stock Subsystem	3	12/2022
GLRT1212 DC Conductor Rail Energy Subsystem and Interfaces to Rolling Stock Subsystem	1	09/2015
GOGN3616 Guidance on Operational Railway Safety Awareness	1.1	10/2024
RIS-3789-TOM Iss 1 Medical Fitness Assessment	1	03/2025
RIS-1530-PLT On-Track Plant, Trolleys and Associated Equipment	7.2	03/2025
RIS-2750-RST Supplier Assurance	1.1	12/2021
RIS-3118-TOM Incident Response Planning & Management	2	12/2019
RIS-3119-TOM Accident and Incident Investigation	3	03/2022
RIS-3279-TOM High Visibility Clothing	2	09/2019
RIS-3701-TOM Confidential Reporting System for Rail Staff	2.1	12/2019
RIS-8046-TOM Spoken Safety Critical Communications	2	12/2016
RIS-8047-TOM Reporting of Safety Related Information	2	03/2018
RIS-8070-TOM Drugs and alcohol testing for safety-critical workers	2	03/2022

LONDON UNDERGROUND (LU) STANDARDS		
Ref. / Title	Issue No	Issue Date
LUL G1163 Stations DLO - Failure Reporting Analysis & Corrective Action System (FRACAS)	A2	11/2015
LUL G1164 Making a Referral to the Drug and Alcohol Advisory and Treatment Service DAATS	A3	09/2019
LUL G1234 Incident recording, investigation and reporting	A5	05/2021
LUL G1241 Alcohol and Drugs at Work Guidelines and Information For Managers	6	07/2009
LUL G1242 Alcohol and Drugs at Work – Managers For Cause and Post Incident Check List	A4	04/2020
LUL G1249 Environmental Incident Categories	A5	07/2018
LUL G2020 Wuhan novel coronavirus	A1	01/2020
LUL G557 Electronic Incident Reporting Form (eIRF)	A5	03/2014
LUL LF29 Incident investigation & reporting or recording What you need to remember	01	n/a

LONDON UNDERGROUND (LU) STANDARDS		
Ref. / Title	Issue No	Issue Date
LUL R0350 Guidance and advice for the use of personal protective equipment	A1	01/2014
LUL R0403 Personal Protective Equipment (PPE) catalogue	1.1	01/2014
LUL S1053 Civil Engineering – Building and Station Structures	A15	01/2023
LUL S1061 Civil Engineering – Bridges and Structures Assessment	A7	01/2023
LUL S1251 Alcohol and Work; includes Written Notice 12/24/2014, 6/16/2015	A2	11/2011
LUL S1257 Drugs and Work; Includes Written Notice 01317: 12/24/2014	A2	11/2011
LUL S1538 Assurance	A17	08/2022
LUL S1548 Safety Critical Work	A7	09/2021
LUL S1552 Contract QUENSH Conditions Incorporating written notice: 05/10/2017, 05/02/2019, 16/03/2022	A18	11/2016
LUL S1601 Management Arrangements to Assure Medical Fitness	A6	12/2022
LUL S1602 Corporate Medical Standard for Personnel Requiring Safety on the Track Certification	A12	11/2022
LUL S1603 Audiometric standard for personnel requiring safety on the track certification	A8	10/2022
LUL S1604 Vision standard for personnel requiring safety on the Track Certification	A10	12/2022
LUL S1605 Providers of Medical Assessment for Track Certification and other Safety Critical Certification Purposes	A5	10/2022
LUL S1801 Competence requirements for undertaking Civil Engineering Safety Critical Work	A2	03/2022

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/CAT/STP/001 Catalogue of Network Rail Standards	136	06/2025
PTS Handbook RT 3170	11	08/2024
NR/L2/AMG/1030 Working Safely in the Vicinity of Buried Services	1	12/2008
NR/GN/CIV/002 The Use of Protective Coatings and Sealants	7	03/2025
NR/GN/CIV/003 Guidance on Engineering and Architectural Assurance of Building and Civil Engineering Works	2	12/2023
NR/GN/CIV/065 Examination of Earthworks Guidance Manual	2	09/2022
NR/GN/CIV/208 Ground Investigation	1	12/2018
NR/L1/CIV/601 Managing the Highways Interface	1	12/2021
NR/L2/CIV/003 Engineering and Architectural Assurance of Building and Civil Engineering Works	8	12/2023
NR/L2/CIV/032 The Management of Structures Manual	1	12/2021
NR/L2/CIV/035 Management of Structures	2	06/2019
NR/L2/CIV/039 Assessment and Certification of Protective Coatings Replaces: NR/L3/CIV/039 Issue 5	1	06/2023
NR/L2/CIV/076 Management of Bridge Strikes Replaces NR/L3/CIV/076 Issue 4 and NR/L3/CIV/176 Issue 4	1	03/2023
NR/L2/CIV/086 Management of Earthworks	12	06/2024
NR/L2/CIV/1000 Competence Management for Buildings and Civils Infrastructure	6	03/2025
NR/L2/CIV/1000 Competence Management for Buildings and Civils Infrastructure	7	06/2025
NR/L2/CIV/171 Examinations, Inspections and Assessments of Buildings & Architecture Assets: Structures and Fabric	3	09/2022
NR/L2/CIV/250 Landlord's Consent	1	03/2020
NR/L2/CIV/295 Scour Assessment of Bridges, Culverts and Retaining Walls	3	09/2023
NR/L2/CIV/602 Highways Interface Planning Process	1	12/2021
NR/L2/CIV/1000 Competence Management for Buildings and Civils Infrastructure	5	09/2024
NR/L3/CIV/0001 Management of Road Vehicle Incursions (RVI)	3	12/2022

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L3/CIV/006 Structures, Tunnels and Operational Property Examinations Manual (Formerly Handbook for the Examination of Structures)	13	03/2025
NR/L3/CIV/0063 Pilling, Drilling, Crane, MEWP and SMPT operations adjacent to the Railway	2	06/2024
NR/L3/CIV/040 Work Instruction for the use of Protective Coating Systems	4	03/2025
NR/L3/CIV/170 Assessment of Tunnels	2	12/2021
NR/L3/CIV/185 Reporting and Investigation of Geotechnical Incidents	5	12/2023
NR/L3/CIV/190 Developing Extreme Weather Plans	1	12/2017
NR/L3/CIV/603 Working at the Highways Interface	1	12/2021
NR/L3/CIV/604 Highways Interface Manual	1	12/2021
NR/GN/CPR/401 Guidance on Contractual Health and Safety Requirements	1	12/2008
NR/L2/CPR/201 Supplier Qualification	2	12/2011
NR/L2/CPR/302 Supplier Qualification - Core Requirements (For PCL / POL Holders)	2	09/2011
NR/L2/CSG/STP001 Standards and Controls Management Manual	8	06/2020
NR/CS/CTM/001 Competence Management	1	12/2006
NR/L2/CTM/017 Competence and Training in Civil Engineering	1	06/2006
NR/L2/CTM/021 Competence & Training in Track Safety	4	12/2010
NR/L2/CTM/025 Competence & Training in On-Track Plant Operation & Activities	2	03/2021
NR/L2/CTM/201 Competence Management	2	03/2012
NR/L2/CTM/202 Quality Assurance in Training & Assessment	3	12/2019
NR/L2/CTM/209 Competence & Training in Safe System of Work Planner	1	12/2010
NR/L2/CTM/220 Competence & Training in Portable, Transportable & Mobile Plant (PTMP) Operation & Activities	2	06/2021
NR/L2/CTM/223 Competence & Training in Managing Site Safety	1	06/2011
NR/L3/CTM/306 Skills Assessment Scheme	4	09/2024
NR/L2/ELP/21085 Earthing and Bonding on A.C. Electrified Railways	7	03/2024
NR/L2/ELP/21087 Specification of Maintenance Frequency and Defect Prioritisation of Overhead Line Electrification Equipment	11	12/2023
NR/L2/ELP/21088 General Maintenance Parameters for Overhead Line Electrification Equipment	4	06/2021
NR/L2/ELP/21090 OLE Seasonal Preparation Response for Extreme Weather	1	12/2020
NR/L2/ELP/21131 Warning and Other Signs for A.C. and D.C. Electrified Lines	4	03/2023
NR/L2/ELP/23002 Specification for High Voltage AC Cables, AC Traction Earthing and Bonding Cables DC Traction Cables, Pilot Cables and Associated Accessories	1	12/2020
NR/L2/ELP/27009 Overhead Line Equipment Campaign Changes	3	03/2017
NR/L2/ELP/27023 Conductor Rail Heating Standard	2	03/2024
NR/L2/ELP/27172 Conductor Rail Guard Boarding	1	06/2021
NR/L2/ELP/27307 Management of M&EE Safety Related Event Reports	4	12/2017
NR/L2/ELP/27402 Specification for protection and control devices for electrical systems	1	12/2009
NR/L2/ELP/27715 Overhead Contact System Design Specification	4	12/2023
NR/L2/ELP/27716 Electrical and Mechanical Clearances On Overhead Electrified Railways	1	12/2023
NR/L2/ELP/27717 Bridge Parapet Electrical Risk Assessment	1	03/2023
NR/L2/ELP/27722 Protection Principles for A.C. Electrified Railways	1	03/2023
NR/L2/ELP/27800 Specification for 25 kV a.c. Earthing Pantographs and Interface with Vehicle (On Track Plant or Road Rail Vehicles)	1	12/2020

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L2/ELP/CTM033 Competence and Training in OLE Electrical Safety	2	03/2024
NR/L3/ELP/21067 Instructions for making out, issuing and cancelling high voltage Permits to Work, Sanctions for Test and Circuit State Certificates	8	09/2024
NR/L3/ELP/00750 DC Conductor Rail Electrified Lines Working Instructions	1	12/2024
NR/L3/ELP/00750 DC Conductor Rail Electrified Lines Working Instructions	2	06/2025
NR/L3/ELP/22001 Procedures and Competence Requirements for Persons Undertaking Works Near High Voltage Cables and Cable Routes	2	06/2022
NR/L3/ELP/27051 Working Instructions for d.c. Electrified Lines in the Liverpool Area	6	09/2019
NR/L3/ELP/27052 Working Instructions for D.C. Electrified Lines on the Northern City Line	8	03/2023
NR/L3/ELP/27115 Planning DC Conductor Rail Isolations	5	06/2024
NR/L3/ELP/27140 Application of Short Circuits for Conductor Rail Isolations	4	03/2019
NR/L3/ELP/27171 Electrical Insulating Gloves - Replaces NR/WI/ELP/27171	3	06/2021
NR/L3/ELP/27237 Overhead Line Work Instructions	26	09/2024
NR/L3/ELP/27250 Conductor Rail Equipment – Design and Maintenance Working Instructions	8	03/2024
NR/L3/ELP/27720 Test Before Touch for Overhead Line Equipment	1	09/2022
NR/L3/ELP/29987 Working on or About 25 KV AC Electrified Lines	9	06/2023
NR/L3/ELP/3091 DC Conductor Rail Electrified Lines Working Instructions	6	09/2024
NR/L3/ELP/SAI25 Working On or About Overhead Line Equipment (SAI) – (For Deployment in Eastern Region and North West & Central Region)	4	12/2024
NR/L2/ENV/015 Environment and Social Minimum Requirements for Projects – Design and Construction	9	06/2021
NR/L2/ENV/115 Environment and Social Management System Requirements	1	03/2018
NR/L2/ENV/120 Waste Management	2	06/2023
NR/L2/ENV/121 Managing Environmental and Social Impact of Noise and Vibration	1	12/2019
NR/L2/ENV/122 Biodiversity	2	03/2023
NR/L2/ENV/123 Prevention of Pollution to Land and Water	1	12/2019
NR/L2/INF/02202 Records Management of Health and Safety Files	7	06/2023
NR/L3/INF/02226 Corporate Records Retention Schedule	3	12/2017
NR/GN/INI/001 Guidance on the Management of Door to Door Work & Travel Time	1	12/2008
NR/L2/INI/EDT/CP0091 Specification for Computer Aided Design	4	12/2018
NR/L3/INI/CP0028 Contract Requirements - Quality	3	06/2012
NR/L3/INI/CP0036 Provision of Welfare Facilities (see NR/L2/OHS/CP0036 June 2024)	4	08/2008
NR/L3/INV/3001 Reporting and Investigation Manual	9	03/2025
NR/L2/MTC/089 Arrangements for the exchange of asset data and the continuing maintenance of assets undergoing change	3	12/2023
NR/L2/MTC/CTM001 Competence within Maintenance	1	09/2024
NR/L2/MTC/CTM455 Management of competencies within the competence matrix	1	06/2025
NR/L3/MTC/CP009 COVID-19 Contingency Plan: Safe Working Practices	11	03/2022
NR/L3/MTC/EN0100 Waste Management	3	06/2012
NR/L3/MTC/EN0101 Management of Discharges to Sewers & Controlled Waters	3	06/2012
NR/L3/MTC/EN0225 Environ Management System for Infrastructure Maintenance	1	06/2012
NR/L3/MTC/EP0152 Working on or Adjacent to Conductor Rail	5	12/2011
NR/L3/MTC/MG0173 Monitoring of Spoken Safety Communications	4	09/2022
NR/L3/MTC/MG0210 Management of Maintenance Work within a Worksite to Prevent a Possession Overrun	3	06/2019

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L3/MTC/MG0213 Index of Standard Maintenance Forms	24	12/2024
NR/L3/MTC/MG0213 Index of Standard Maintenance Forms	25	06/2025
NR/L3/MTC/RCS0216 Task Risk Control Manual	31	03/2025
NR/L3/MTC/RCS0216/OLE02 Risk Control Manual: Working on Red Bonds/Impedance Bonds	2	03/2012
NR/L3/MTC/SE0115 Confined Spaces Working & Entry Procedure	2	06/2008
NR/L3/MTC/SE0117 Planned Assurance Inspections and Site Surveillance	5	12/2023
NR/L3/MTC/SE0220 Planning and Delivering Safe Working at Height	2	09/2020
NR/CS/OHS/002 Policy on Working Safely	1	02/2007
NR/GN/OHS/00155 Short-term Changes in the Creation and Application of Safe Work Packs and Briefing Arrangements COVID-19 Contingency Plan (Guidance for Regions on NR/L2/OHS/019)	1	06/2020
NR/L1/OHS/052 Traumatic Incident Management	1	06/2016
NR/L2/OHS/00102 Work Activity Risk Assessments	6	12/2023
NR/L2/OHS/00110 First Aid at Work	6	09/2017
NR/L2/OHS/00112 Worksafe Procedure	3	09/2020
NR/L2/OHS/00113 Health surveillance and management of diagnoses for Hand-arm Vibration Syndrome (HAV)	5	03/2016
NR/L2/OHS/00117 New and Expectant Mothers Risk Management	3	09/2024
NR/L2/OHS/00120 Drugs and Alcohol Standard	8	03/2025
NR/L2/OHS/00124 Competence Specific Medical Fitness Requirements and Occupational Health Provider Requirements for Medical Assessments	3	12/2016
NR/L2/OHS/00130 Creating a Site of Work Segregated from the Railway	3	09/2024
NR/L2/OHS/003 Fatigue Risk Management	9	12/2019
NR/L2/OHS/0044 Planning and Managing Construction Work replaces NR/L3/INI/CP0044 Work Package Planning	5	12/2016
NR/L2/OHS/0047 Managing Health and Safety in Construction (Application of the Construction (Design and Management) Regulations to Network Rail)	7	06/2019
NR/L2/OHS/019 Safety of People working on or near the Line	12	06/2023
NR/L2/OHS/020 Track Visitor Permits	5	08/2008
NR/L2/OHS/021 Personal Protective Equipment (PPE)	5	06/2023
NR/L2/OHS/022 Working Safely at Height	2	03/2020
NR/L2/OHS/032 Training, Competence and Assessment in Accident and Incident Investigation	3	09/2021
NR/L2/OHS/050 Application of the Sentinel Scheme Rules	5	09/2023
NR/L2/OHS/053 Assessing Risk of Stress in the Workplace	3	03/2022
NR/L2/OHS/157 Health surveillance for silica and asbestos and the management of diagnosed occupational respiratory conditions	1	03/2017
NR/L2/OHS/501 Trackworker Protection and Warning Systems	8	03/2025
NR/L2/OHS/CP0036 The provision of welfare facilities for temporary and transient work activities (formerly NR/L3/INI/CP0036)	5	06/2024
NR/L2/OHS/CP0070 Principal Contractor Licensing Assurance (aka NR/L2/INI/CP0070)	6	12/2022
NR/L3/OHS/0046 The Reporting, Investigation and Recording of Safety and Sustainable Development Events and Close Calls within Infrastructure Projects	3	06/2018
NR/GN/OPS/301 Competencies and roles supporting NR/L2/OPS/301 – Management of Safety Critical Communications and NR/L3/OPS/301 – Safety Critical Communications Manual	1	03/2025
NR/L2/OPS/033 Recording Spoken Safety Critical Communications between Possession Management and Engineering Trains / On-Track Plant Drivers when Working in Possessions and Worksites.	3	06/2019
NR/L2/OPS/207 Training and Competence in Engineering Access Planning (formerly NR/L2/CTM/207 – Competence and Training in Planning)	1	03/2023
NR/L2/OPS/291 Railway Crime Risk Management	1	12/2019

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L2/OPS/301 Management of Safety Critical Communications	1	03/2025
NR/L3/OPS/0064 Delivering Work within Possessions – Replaces NR/L3/INI/CP0064	6	06/2021
NR/L3/OPS/084 Line Clear of Vehicle(s) Arrangements Following Engineering Works – Line Clear Verification Process	7	12/2024
NR/L3/OPS/251 Unmanned Aircraft System (Drone/UAS) Operations	4	09/2021
NR/OPS/DEV/009 Network Rail: Good Practice Guide for Working at Operational Locations (Signal Boxes, Electrical Control Rooms, Controls) During COVID 19	2	06/2020
NR/L3/OPS/301 Management of Safety Critical Communications	1	03/2025
NR/GN/OTK/5000 Index of Off-Track Drawings	4	09/2024
NR/L2/OTK/5201 Vegetation Management Manual	6	03/2025
NR/L3/P3M/005 (formerly NR/L3/OHS/005) Design and Construction Management in a High Street Environment	6	12/2024
NR/GN/RMVP/0200 Infrastructure Plant Manual Guidance	2	06/2022
NR/L2/RMVP/0200 Infrastructure Plant Manual	15	03/2025
NR/L2/RMVP/0200 Infrastructure Plant Manual	16	06/2025
NR/L3/RMVP/0201 Calibration Work Instruction Manual Replaces NR/L3/MTC/ME0201 This standard provides the index and version control of Calibration Work Instructions for the internal calibration and comparison checking of Inspection, Measuring and Test Equipment (IMTE).	2	09/2011
NR/L3/RMVP/27702 Plant Product Acceptance Process	1	12/2023
NR/L2/RSE/0005 Product Design for Reliability	5	12/2020
NR/L2/RSE/02009 Engineering Management for Projects	8	03/2023
NR/L2/RSE/070 Engineering Verification	3	03/2022
NR/L2/RSE/100 Network Rail Assurance Panel processes	9	03/2025
NR/L2/RSE/100 Network Rail Assurance Panel processes	9	06/2025
NR/L2/RSE/CONM/001 Construction Management for Projects	2	12/2023
NR/L2/SCO/302 Supplier Qualification Requirements	1	06/2020
NR/L2/SCO/310 Control of Movements in Depots, Yards and Associated Depot Sidings (Methods of Work)	1	12/2022
NR/L3/SCO/313 On-Track Machines (OTMs) Driver and Operations Standards Manual	15	03/2025
NR/L3/SCO/314 Engineering Assurance for T&RS, OTM and OTP Projects	3	06/2023
NR/L3/SCO/320 Supplier Quality Assurance (SQA)	2	09/2020
NR/L1/SCT/001 Security Management System (SeMS)	1	09/2023
NR/L1/SCT/002 Cyber Security and Resilience for Digital Systems Replaces NR/L1/INF/02232 Issue 2	1	03/2023
NR/SIN/185 Identification and Inspection of Plain-Lined S&C	1	06/2019
NR/L2/SIG/10160 Specification for Application of the IRSE Licensing Scheme	3	12/2020
NR/L2/SIG/11201 Signalling Design Handbook	20	09/2024
NR/L2/SIG/14201 Signalling Risk Assessment Handbook	5	12/2020
NR/L2/SIG/30009 Signalling Principles Handbook	29	09/2024
NR/L2/SIG/30014 Signalling Works Testing Handbook	23	09/2024
NR/L2/SIG/30014 Signalling Works Testing Handbook	24	06/2025

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L2/SIG/50035 Competence Standard - Competence and Training in Signal and Level Crossing Engineering	8	09/2024
NR/L2/SIG/50040 Temporary Speed Restrictions replaces NR/L3/SIG/MG0110	1	12/2021
NR/L2/SIG/50050 Topographic, engineering, land and measured building surveying – Signalling	1	09/2023
NR/L3/SIG/10064 General Instructions to Staff Working on S&T Equipment	12	12/2024
NR/L3/SIG/10064 General Instructions to Staff Working on S&T Equipment	13	12/2025
NR/L3/SIG/10661 Signal Maintenance Task Intervals	28	03/2025
NR/L3/SIG/10663 Signal Maintenance Specifications	18	12/2024
NR/L3/SIG/10663 Signal Maintenance Specifications	19	06/2025
NR/L3/SIG/10665 Reliability Centred Maintenance of Signalling Equipment	23	06/2023
NR/L3/SIG/10665 Reliability Centred Maintenance of Signalling Equipment	24	06/2025
NR/L3/SIG/11231 Signal Maintenance Testing Handbook	21	03/2025
NR/L3/SIG/11231 Signal Maintenance Testing Handbook	22	06/2025
NR/L3/SIG/11235 Signal Intermediate Testing Handbook	3	09/2024
NR/L3/SIG/11235 Signal Intermediate Testing Handbook	4	06/2025
NR/L3/SIGELP/50000 Safe Working and Maintenance on or near Signalling Power Distribution Equipment above 175 V AC	5	12/2023
NR/L3/SIGELP/50000 Signalling Power Distribution Equipment above 175 V AC	7	06/2025
NR/L3/SIGELP/50001 Work Instruction: Signalling Power Distribution Equipment above 175 V AC	6	12/2023
NR/L3/SIGELP/50002 Safe Working Practices When Working on or Near Signalling Power Distribution Equipment Above 175 Volts	1	12/2016
NR/L3/SIGELP/50003 Safe Working Practices When Working on or Near Signalling Equipment	1	03/2018
NR/L2/TEL/30067 The Transmission of Safety Related Information	2	12/2011
NR/L2/TEL/30156 Functional Requirements for Safety Related Communications Equipment for On Track Plant Working	1	12/2011
NR/L3/TEL/30181 Telecoms Maintenance Work Instructions Handbook	13	12/2024
NR/L3/TEL/30181 Telecoms Maintenance Work Instructions Handbook	14	06/2025
NR/GN/TRK/7001 Index of Track Work Information Sheets (TWI)	21	03/2025
NR/L1/TRK/100 Management of Track Assets	1	03/2020
NR/L2/TRK/001 Inspection and Maintenance of Permanent Way	25	03/2025
NR/L2/TRK/1054 Inspection and Maintenance Procedures for Crossings in Track	6	09/2022
NR/L2/TRK/3038 Longitudinal Bearer Systems Inspection, Maintenance and Design	8	12/2023
NR/L2/TRK/3415 Refurbishment of Switches and Crossings	3	03/2023
NR/L2/TRK/4239 Track Bed Investigation, Design and Installation	3	12/2023
NR/L2/TRK/6100 The Installation and Maintenance of Stretcher Bars	6	06/2023
NR/L2/TRK/7014 Standardised Risk Based Maintenance Regime (RBM) for the Inspection and Maintenance of the Permanent Way	2	03/2022
NR/L2/TRK/9025 Track Risk Registers	1	03/2025
NR/L3/TRK/003 Index of Track Engineering Forms	50	03/2025
NR/L3/TRK/003 Index of Track Engineering Forms	51	06/2025
NR/L3/TRK/1015 Management of Basic Visual Inspection	8	03/2023
NR/L3/TRK/1020 Track Hand Back for Projects: Confirming track is safe for opening at the selected line speed after projects engineering work	2	12/2024
NR/L3/TRK/3230 Control of On-Track Machines (OTM)	4	03/2024
NR/L3/TRK/3530 Track Lubricants	1	06/2012

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L3/TRK/7006 Creation and Application of an Emergency Speed Restriction (ESR) Design	3	09/2022
NR/L3/TRK/7013 Planning and Installation of Temporary Rail Joints	1	09/2021
NR/SP/TRK/1110 Qualification and Certification of Non-Destructive Testing Personnel	2	06/2023
NR/SP/TRK/1110 Qualification and Certification of Non-Destructive Testing Personnel	3	06/2025

OTHER STANDARDS & GUIDANCE	
Ref. / Title	Reference
BS EN ISO 14001:2015	2015
BS EN ISO 14001:2015 Amendment 1: Climate Action Changes	Feb 2024
BS EN ISO 9001:2015	2015
BS EN ISO 9001:2015 Amendment 1: Climate Action Changes	Feb 2024
BS EN ISO 45001:2018	2018
BS EN ISO 45001:2018 Amendment 1: Climate Action Changes	Feb 2024
Investigating Accidents and Incidents – HS(G)245	ISBN 9780717628278
Management of Health and Safety at Work Regulations 1999 Approved Code of Practice and guidance	ISBN 9780717624881
Managing health and safety in construction Construction (Design and Management) Regulations 2015. Guidance on Regulations	ISBN 9780717666263
Successful Health and Safety Management – HS(G)65	ISBN 9780717612765
Sentinel Scheme Rules https://info.railsentinel.co.uk/about/rules/ See also: Sentinel Rule Breaches - Safety Central (networkrail.co.uk)	V5 11 Dec 2024 Compliance Date 31 March 2025
RTAS Rules QA Reference – National Skills Academy for Rail (nsar.co.uk)	V2.1 Effective 1 August 2022

LEGISLATION	
Ref. / Title	Reference
Bribery Act 2010	2010 c. 23
Control of Asbestos at Work Regulations 2002	2002 No. 2675
Control of Pollution (Amendment) Act 1989	1989 c. 14
Control of Pollution Act 1974	1974 c. 40
Corporate Manslaughter and Corporate Homicide Act 2007	2007 c. 19
Data Protection Act 2018	2018 c. 12
Environmental Protection Act 1990	1990 c. 43
European Union (Future Relationship) Act 2020	2020 c. 29
Health & Safety at Work etc. Act 1974	1974 c. 37
Modern Slavery Act 2015	2015 c. 30
Pollution Prevention and Control Act 1999	1999 c. 24
The Confined Spaces Regulations 1997	1997 No. 1713
The Construction (Design and Management) Regulations 2015	2015 No. 51
The Control of Asbestos at Work (Amendment) Regulations 1992	1992 No. 3068
The Control of Asbestos at Work (Amendment) Regulations 1998	1998 No. 3235
The Control of Asbestos at Work Regulations 1987	1987 No. 2115

LEGISLATION	
Ref. / Title	Reference
The Control of Asbestos in the Air Regulations 1990	1990 No. 556
The Control of Asbestos Regulations 2006	2006 No. 2739
The Control of Asbestos Regulations 2012	2012 No. 632
The Control of Lead at Work Regulations 1980	1980 No. 1248
The Control of Lead at Work Regulations 1998	1998 No. 543
The Control of Lead at Work Regulations 2002	2002 No. 2676
The Control of Noise at Work Regulations 2005	2005 No. 1643
The Control of Pesticides Regulations 1986	1986 No. 1510
The Control of Substances Hazardous to Health (Amendment) Regulations 2004	2004 No. 3386
The Control of Substances Hazardous to Health Regulations 2002	2002 No. 2677
The Environmental Noise, Site Waste Management Plans and Spreadable Fats etc. (Revocations and Amendments) Regulations 2013	2013 No. 2854
The Fire Precautions (Workplace) Regulations 1997	1997 No. 1840
The Fire Safety (England) Regulations 2022	2022 No. 547
The Fire Safety Act 2021 (Commencement) (England) Regulations 2022	2022 No. 544 (C. 26)
The Hazardous Waste (England and Wales) (Amendment) Regulations 2009	2009 No. 507
The Hazardous Waste (England and Wales) Regulations 2005	2005 No. 894
The Health and Safety (Consultation with Employees) Regulations 1996	1996 No. 1513
The Health and Safety (Display Screen Equipment) Regulations 1992	1992 No. 2792
The Health and Safety (First-Aid) Regulations 1981	1981 No. 917
The Health Protection (Coronavirus, Collection of Contact Details etc and Related Requirements) Regulations 2020	2020 No. 1005
The Health Protection (Coronavirus, International Travel) (England) Regulations 2020	2020 No. 568
The Health Protection (Coronavirus, Restrictions) (All Tiers) (England) Regulations 2020	2020 No. 1374
The Health Protection (Coronavirus, Restrictions) (England) (No. 3) Regulations 2020	2020 No. 750
The Health Protection (Coronavirus, Restrictions) (Local Authority Enforcement Powers and Amendment) (England) Regulations 2020	2020 No. 1375
The Health Protection (Coronavirus, Restrictions) (Self-Isolation) (England) Regulations 2020	2020 No. 1045
The Health Protection (Coronavirus, Wearing of Face Coverings in a Relevant Place) (England) Regulations 2020	2020 No. 791
The Health Protection (Notification) (Amendment) Regulations 2022	2022 No. 616
The Lifting Operations and Lifting Equipment Regulations 1998	1998 No. 2307
The Manual Handling Operations Regulations 1992	1992 No. 2793
The Personal Protective Equipment (EC Directive) Regulations 1992	1992 No. 3139
The Personal Protective Equipment at Work Regulations 1992	1992 No. 2966
The Personal Protective Equipment Regulations 2002 (Revoked)	2002 No. 1144
The Personal Protective Equipment at Work (Amendment) Regulations 2022	2022 No. 8
The Provision and Use of Work Equipment Regulations 1992	1992 No. 2932
The Provision and Use of Work Equipment Regulations 1998	1998 No. 2306
The Railways and Other Guided Transport Systems (Safety) Regulations 2006	2006 No. 599
The Regulatory Reform (Fire Safety) Order 2005	2005 No. 1541
The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013	2013 No. 1471

LEGISLATION	
Ref. / Title	Reference
The Safety Representatives and Safety Committees Regulations 1977	1977 No. 500
The Waste Management (England and Wales) Regulations 2006	2006 No. 937
The Work in Compressed Air Regulations 1996	1996 No. 1656
The Workplace (Health, Safety and Welfare) Regulations 1992	1992 No. 3004
Transport and Works Act 1992	1992 c. 42
Water Resources Act 1991	1991 c. 57
Wildlife and Countryside (Amendment) Act 1991	1991 c. 39
Wildlife and Countryside Act 1981	1981 c. 69

Key

StdNo	Current standard
Stdno	New Standard
StdNo	Live standard pending withdrawal
StdNo	Superseded/Withdrawn

Modular Rulebook GE/RT8000

PTS Only

In most cases only PTS handbook is required, unless one of the following applies:

1. Index, amendment module and Module *G1* to be issued to the following:

Supervisors and managers who issue publications
Staff who operate signal post replacement switches
Staff who place protection for Line Blockage or T3
Staff who secure points
Those who use tents on or near the line

2. Index and amendment module to be issued to the following:

Lookouts
People who take charge of cranes and equipment which could foul an open line
People who take charge of work on or near points
People who carry out patrolling/inspecting duties

Other competencies (IWA, COSS, PC, ES, MC, CC)

Rule Book			
Doc No & Issue	Issue Date	Title	Synopsis
GERT8000 Issue Iss 38	Mar 2025	Rule Book Module Issue History	This document contains updates to align with changes to Rule Book module issues (GERT8000).
GERT8000 Issue HB Iss 19	Mar 2025	Rule Book Handbook Issue History	This document contains updates to align with changes to Rule Book Handbook issues (GERT8000).
GERT8000-RBBL Iss 41	Mar 2025	Rule Book Briefing Leaflet	Each issue of the Rule Book Briefing Leaflet contains a summary of the changes being introduced to GERT8000.
GERT8000-Gloss Iss 7	Sep 2022	Glossary of Railway Terminology	You will need this glossary if you are issued with GERT8000.
GERT8000-AC Iss 8	Mar 2025	AC electrified lines	You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper or person in charge of sidings in AC electrified areas.
GERT8000-DC Iss 6	Mar 2025	DC electrified lines	You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper in DC electrified areas.
GERT8000-G1 Iss 9.1	Dec 2022	General safety responsibilities and personal track safety for non-trackworkers	You will need this module if you carry out the duties of: • a train driver • a guard • a shunter • a designated person (DP) • a signaller • a crossing keeper • platform staff.
GERT8000-HB1 Iss 8	Sep 2024	General duties and track safety for track workers	This handbook is for those personnel who need to go on the operational railway to carry out their duties, with the exception of a train driver, guard, shunter, signaller, crossing keeper or designated person (DP).
GERT8000-HB2 Iss 2	Sep 2015	Instructions for track workers who use emergency protection equipment	This handbook is for those personnel who need to go on the operational railway to carry out their duties and have been trained to carry out emergency protection. It does not apply to: train drivers, guards, shunters, signallers, crossing keepers and those who act as a designated person (DP). This document has been updated as part of the December 2015 Rule Book Programme.

Rule Book			
Doc No & Issue	Issue Date	Title	Synopsis
GERT8000-HB3 Iss 3	Sep 2014	Duties of the lookout and site warden	This handbook is for those personnel who have duties of the lookout and site warden. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27).
GERT8000-HB4 Iss 2	Sep 2014	Duties of a points operator and route-setting agent - moving and securing points by hand	This handbook is for those personnel who has duties of a points operator and route-setting agent - moving and securing points by hand. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27).
GERT8000-HB5 Iss 2.1	Nov 2022	Handsignalling duties	This handbook is for those personnel who carry out handsignalling duties.
GERT8000-HB6 Iss 8	Sep 2024	General duties of an individual working alone (IWA)	This handbook is for those personnel with general duties of an individual working alone (IWA).
GERT8000-HB7 Iss 9	Sep 2024	General duties of a controller of site safety (COSS)	This handbook is for those personnel who have the general duties of a controller of site safety (COSS).
GERT8000-HB8 Iss 10	Sep 2024	IWA, COSS or PC blocking a line	You will need this handbook if you carry out the duties of a IWA, COSS or PC blocking a line.
GERT8000-HB9 Iss 8.1	Sep 2022	IWA or COSS setting up safe systems of work within possessions	You will need this handbook if you carry out the duties of an IWA or COSS setting up safe systems of work within possessions.
GERT8000-HB10 Iss 5	Sep 2023	Duties of the COSS and person in charge when using a hand trolley	You will need this handbook if you are the COSS or SWL and person in charge when using a hand trolley.
GERT8000-HB11 Iss 11	Sep 2024	Duties of the person in charge of the possession (PICOP)	You will need this handbook if you carry out the duties of the PICOP.
GERT8000-HB12 Iss 10	Sep 2024	Duties of the engineering supervisor (ES) in a possession	You will need this handbook if you carry out the duties of the ES in a possession.
GERT8000-HB13 Iss 4	Sep 2023	Duties of the person in charge of the siding possession (PICOS)	You will need this handbook if you carry out the duties of a PICOS.
GERT8000-HB14 Iss 3	Mar 2021	Duties of the person in charge of loading and unloading rail vehicles during engineering work	You will need this handbook if you carry out the duties of the person in charge of loading and unloading rail vehicles during engineering work.
GERT8000-HB15 Iss 7	Sep 2024	Duties of the machine controller (MC) and on-track plant operator	You will need this handbook if you carry out the duties of the machine controller (MC) and on-track plant operator.
GERT8000-HB16 Iss 6	Mar 2025	AC electrified lines	This handbook is for those personnel who need to go on the operational railway in an AC electrified area to carry out their duties.
GERT8000-HB17 Iss 5	Mar 2025	DC electrified lines	This handbook is for those personnel who need to go on the operational railway in an DC electrified area to carry out their duties.
GERT8000-HB18 Iss 4	Sep 2015	Duties of a Level Crossing Attendant	You will need this handbook if you carry out the duties of a level crossing attendant. This document has been updated as part of the December 2015 Rule Book Programme.
GERT8000-HB19 Iss 5	Sep 2023	Work on signalling equipment - duties of the signalling technician	You will need this handbook if you carry out the duties of a signalling technician.
GERT8000-OTM Iss 12	Sep 2024	Working of on-track machines (OTM)	You will need this module if you carry out the duties of a driver of an on-track machine, an operator of an on-track machine, or a signaller.
GERT8000-T3 Iss 12	Sep 2024	Possession of a running line for engineering work	You will need this module if you carry out the duties of a driver or signaller.
GERT8000-T10 Iss 6	Sep 2022	Duties of a designated person (DP) and people working on rail vehicles	You will need this module if you carry out the duties of a designated person or person working on a rail vehicle.

Network Rail Safety Central – Information Section

Code of Conduct

The Code of Conduct establishes some minimum standards that Network Rail expects in their supply chain. It has been developed by Network Rail's National Supply Chain, Industry bodies, and the Unions. It will be reviewed and updated by members of these same groups bi-annually. Please email queries to codeofconduct@networkrail.co.uk

[Code of Business Ethics](#) (web page)

[Modern Slavery](#) (web page)

Network Rail Safety Bulletins

In this section you'll find copies of the Network Rail safety bulletins regularly sent out to staff working on the Network Rail infrastructure. These cover a range of different safety issues and are often issued in response to a specific incident.

<https://safety.networkrail.co.uk/tools-resources/safety-bulletins/>

You can refine your search by:

Bulletin type

- Archive - Lessons Learnt
- Archive - Safety Bulletins
- Safety Advice
- Safety Alert
- Safety Bulletin
- Shared Learning

There will also be an archive of past bulletins, so you can download any that you missed, or want to read again. **Please download them for the FULL TEXT OF THE BULLETINS.**

Safety Bulletins

- No new bulletins

Safety Advice

- [Safety Advice NRA25-02 – Geofencing – Addition to NRA24-10](#) February 27, 2025
- [Safety Advice NRA25-03 – PICOP working location](#) April 8, 2025

Other documents

- No new documents

Lessons Learnt / Shared Learning

Network Rail are now producing 'Lessons Learnt' publications following events which have led to Formal investigations or local investigations where significant points of learning have resulted. Network Rail believes that these lessons will be of value for all involved in the industry and not just safety professionals, they are ultimately designed to aid prevention of events of a similar nature happening again elsewhere.

[Safety Bulletins | Safety Central \(networkrail.co.uk\)](#)

Click on "Shared Learning" in the Bulletin type menu on right of screen. Type "NRL24" in the search box for this year's.

Health & Wellbeing

[Health and wellbeing](#) (web page)

Risk Management

[Think RISK](#) (web page)

Resource Library

<https://safety.networkrail.co.uk/tools-resources/resource-library/>

The Resource Library holds a wealth of information.

SCO 24:7 (Supply Chain – Operations) Telephone

SCO 24:7 (formally the NSC247 and NDS24:7): call 01908 723500 or 085 65500 (internal)

SCO 24:7 operates 24 hours a day, 365 days of the year from the Quadrant in Milton Keynes. Our remit is to manage the real-time delivery of SCO products & services to our customers. This includes engineering haulage, materials, on track machines, infrastructure monitoring, seasonal treatment, HSEA reporting, site access services and lone worker monitoring.

Emergency

If there's a safety threat to you or to others such as:

- Animals, objects or people on or near the track
- Damage or fault at a level crossing
- A vehicle has hit a bridge
- A broken fence or open gate allowing access to the track

Please call Network Rail Emergency 24-hour helpline immediately: **03457 11 41 41**

To report a crime

Please contact the British Transport Police: **0800 40 50 40**, **999** or **Text 61016**

HSE Fatigue and Risk Index (FRI) Calculator

The Fatigue Risk Index (FRI) has been withdrawn from the HSE website. The reasons for this are:

- The software platform is an older Excel that can no longer be supported on the HSE website.
- The design of the FRI requires improvement to promote better understanding of its outputs, its limitations and its role in a Fatigue Management System.
- In its current format, there have been cases of the FRI being issued in order to justify work patterns that clearly require further action to reduce fatigue-related risk.
- FRI users who have access to the FRI in its current format can continue to use it, provided you have the necessary expertise to use the tool and understand the outputs and limitations.

Following feedback, we are making the tool available, as well as how to documents, to aid with calculations.

[HSE Fatigue and Risk Index \(FRI\) Calculator](#)

Useful Links

The following pages contain other useful links and safety information from various sources which may be relevant to you.

Item	Details
Health and Safety Executive http://www.hse.gov.uk – Website	Government agency responsible for regulating risks to health and safety arising from work. HSE publications can be downloaded free in Adobe PDF format.
CIRAS Online http://www.ciras.org.uk – free access	The Confidential Incident Reporting and Analysis System Freephone number 0800 4 101 101.
Network Rail http://www.networkrail.co.uk – Website	Owner and operator of Britain's railway infrastructure.
Network Rail Standards If you have any queries re the registration form or the Network Rail Standards portal, please email: STSupplierSupport@networkrail.co.uk	from 31 August 2023, free access to Network Rail's extensive catalogue of standards and controls documentation will be via a new (interim) website. This new site will be called the Network Rail Standards Portal.
Network Rail Technical Drawings National Records Group Email: nrgcivils@networkrail.co.uk	If you have not already done so, please register for access to the Network Rail Standards Portal by completing this registration form as soon as you can, so that your new log in account can be set up.
Network Rail Safety Central http://safety.networkrail.co.uk – free access	The site is your one-stop shop of safety information, advice, resources and useful contacts, designed to promote consistency and best practice across the whole rail industry. The information is divided under the following sections: • Alerts & Campaign Material • Communication & Health • Commitment & Rules • Safety Groups • On Site Solutions • Toolbox
Rail Safety and Standards Board http://www.rssb.co.uk – Register for access to certain documents	RSSB builds industry-wide consensus and facilitates the resolution of difficult cross-industry issues. They provide knowledge, analysis, a substantial level of technical expertise, powerful information and risk management tools.
Rail Sentinel https://www.railsentinel.co.uk/ – registered companies only	Sentinel Scheme Rules The latest copy of the scheme rules can be found here: Sentinel Scheme Rules
Office of Rail and Road http://orr.gov.uk/ – free access	Independent safety and economic regulator for Britain's railways, and monitor of performance and efficiency for England's Strategic Road Network.
Rail Accident Investigation Branch http://www.raib.gov.uk/ – free access	Independent railway accident investigation organisation for the UK. It investigates railway accidents and incidents on the UK's railways to improve safety, not to establish blame.

Item	Details
Railway Group Standards https://www.rssb.co.uk/standards-catalogue – free access with registration Rail Safety & Standards Board Enquiry Desk Phone: 020 3142 5400 Website www.rssb.co.uk	Purchasing Railway Group Standards A copy of the order form can be found in the forms section of the RGS Catalogue or from the RGSONLINE website stated above. You will need the following details in order to complete the form: • Railway Group Standards code and title • Quantity • Price • Purchaser's full name, business, address and telephone number • Credit card details, cheque or purchase order number Then fax or post it to Willsons Printers Limited at the address below. Please ensure that you include your credit card details, purchase order or a cheque made payable to Willsons Printers. Payments can also be made by BACS - please contact Willsons for company bank details. Orders received will be dispatched within five working days. Purchasing National Operations Publications National Operations Publications are Railway Group Standards which set out mandatory requirements for direct application in the workplace. These include: • Modular Rule Book (GERT8000) • Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods (GORM3053) • Working Manual for Rail Staff: Freight Train Operators (GORM3056) • Rule Book Forms Details of these documents can be found in the sections 'Document Titles and Descriptions' for Traffic Operation and Management. As these documents are subject to frequent change, amendments which do not justify the reissue of the module or section of the working manual are published in GERT8001, Changes to National Operations Publications. Willsons Printers Limited supplies the modules and handbooks which make up the Modular Rule Book, Working Manual and Rule Book forms. You can order these documents by contacting Denise Atkinson at Willsons Printers Limited at the address below: Willsons Printers Limited Highlander House Cross Street, Newark Nottinghamshire, NG24 1PP Tel: 01636702334 Fax: 01636701396 http://www.willsonshop.com
M&EE Networking Group Codes of Practice https://www.rssb.co.uk/standards-catalogue#stakeholder-publications Refine results by selecting Lead Committee	The M&EE Networking Group is a non profit making group dedicated to the sharing of professional engineering and railway operations information and to provide a focus to the rail industry relating to operational and technical safety of plant. The group is a meeting of the professional heads of mechanical and electrical engineering and operations from infrastructure contractors, Network Rail, RSSB, the Rail Plant Association, London Underground and elected representatives from other infrastructure renewal companies, plant owners, and manufacturers/suppliers of plant and technical services. The M&EE Networking Group produces Codes of Practice and other documents as good practice for all members of the industry.

Other Bulletins

Track Safety Alliance

A few videos of interest at the Track Safety Alliance website:

<http://www.tracksafetyalliance.co.uk/videos/65/>

Southern Shield

Everyone Home Safe Every Day

Southern Shield is a collaborative safety forum that consists of Network Rail Infrastructure Projects Southern Region and its principal contractors. There are many more useful links on their website

<https://www.southernshield.co.uk/>

- Best Practice <https://www.southernshield.co.uk/best-practice/90/>
- Safety Messages <https://www.southernshield.co.uk/safety-messages/4/>
- Health & Wellbeing <https://www.southernshield.co.uk/health-and-wellbeing/82/>
- Library <https://www.southernshield.co.uk/library/3/>

Electrical Safety Step Up

[Electrical Safety Step Up - Safety Central \(networkrail.co.uk\)](#)

- [Electrical Safety Step Up Promotional Material](#) ZIP / 26 Jan 2023
 - [Conductor Rail Equipment Scenario Film](#) MP4 / 16 Jan 2023
 - [Facilitation Guides](#) ZIP / 12 Jan 2023
 - [Our Call to Action Closing Film](#) MP4 / 4 Jan 2023
 - [OLE Scenario Film](#) MP4 / 4 Jan 2023
 - [Your Commitment to Working Safe](#) MP4 / 4 Jan 2023
 - [Andrew Haines Welcome](#) MP4 / 4 Jan 2023
 - [Electrical Safety Step Up Slide Deck – OLE No Films](#) PPTX / 4 Jan 2023
 - [Electrical Safety Step Up Slide Deck – Conductor Rail Equipment No Films](#) PPTX / 4 Jan 2023
-
- [Bryant's story](#) MP4 / 4 Jan 2023



Drugs and Alcohol standard (supplier page)

[Drugs and Alcohol standard \(supplier page\) - Safety Central \(networkrail.co.uk\)](#)

What's changing?

Our supply chain colleagues are expected to test 20% of their safety critical staff so please make sure you are familiar with the changes, and never attend work under the influence of drugs or alcohol.

- [Drugs and Alcohol standard – Line Manager Briefing Pack – Supply Chain](#) PPTX / 13 Oct 2022
- [Drugs and Alcohol standard – Change on a page \(Supply Chain\)](#) PDF / 13 Oct 2022

Miscellaneous

Learning from Incidents Scaffold Screw Plate Fell



Incident Overview

Liverpool Street Roof Project is part of the Renewals & Minor Enhancements portfolio within Eastern Routes Capital Programmes. The project requires extensive scaffolding to facilitate the works. A screw plate, part of a band plate and fitting, fell from the underside of the access road in the station. Band and plate fittings are used to fix lacing tubes to the underside of the beams allowing decking to sit flush upon the fixing. No injuries or damage occurred.

Action Taken

All screw plates at Liverpool Street were inspected (460), no eye bolts were found to be loose. As a precautionary measure all band and plate fittings were secured with cable ties to provide a secondary restraint and the inspection regime enhanced.

Findings

Human error led to the eyebolt not being adequately secured during installation and subsequent vibration from material movement on top of the scaffold cause the plate fitting to come loose and fall.

Actions to Prevent Recurrence

In addition to the above controls, band and plates fittings will be designed out of future scaffold installations on the project.



An operative from site saw the screw plate, took photos in situ and then to the site management team.

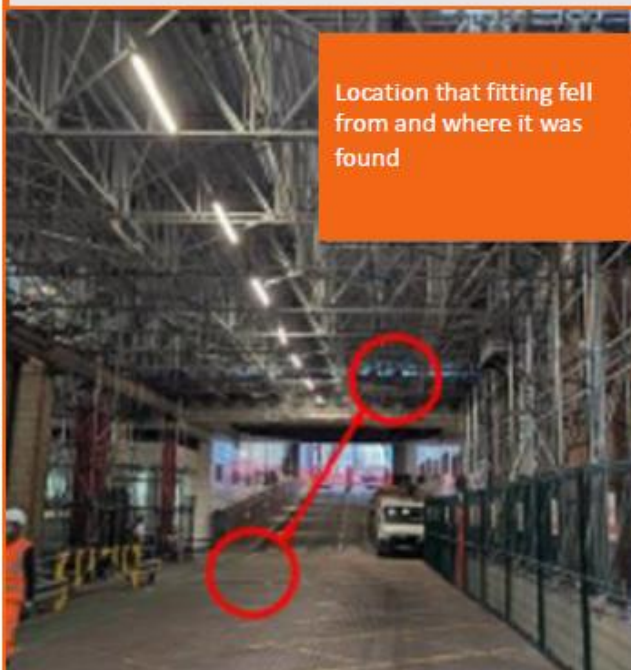
Without these actions, the learning opportunity would have been lost.



The fitting (photo 2&3) weights 700g & fell 7.25m onto access road below



Location that fitting fell from and where it was found



Clickon provides visual evidence

For structural members of the hangers that support the travelling scaffold on the project, 'Clickon' will be used to provide visual evidence.

Positive Intervention: Looking out for Others



Incident Overview

Alfreton station access for all works are part of the Renewals & Minor Enhancements portfolio within Eastern Routes Capital Programmes. Whilst working at the station, an AmcoGiffen site operative reported a concern involving a member of the public who he had observed exiting the platform at Alfreton Station and began walking down the track. Upon receiving this information, the AmcoGiffen site COSS, who is also the general Foreman, promptly contacted the signaller to report the situation and request permission to access the track.

Actions Taken

- The COSS, was accompanied by a general foreman and site agent, approached the track after obtaining the necessary permissions from the signaller.
- The team walked approximately 3 miles and spotted the individual walking along the opposite side of the track. When they caught up with the individual, they found him sitting on the parapet of a bridge, with his legs hanging over the edge, presenting a potential serious risk to his health. The COSS maintained communications with the signaller throughout.
- The team engaged the individual in conversation, successfully persuading him to come off the bridge parapet. Their calm demeanour and supportive approach facilitated this intervention.
- After ensuring the individual was safe, the team started to escort him back to the site compound. British Transport Police (BTP) had arrived on site during this time and met the team halfway between the bridge and site compound. BTP took over the care of the individual, ensuring he received further assistance.

Outcome

The intervention by the AmcoGiffen personnel was effective in de-escalating a potentially dangerous situation. The member of the public appeared to have positively changed during the event, indicating the importance of timely and compassionate engagement in a crisis situations.



Member of the public on railway parapet

The Separation of Waste Regulations



The Separation of Waste (England) Regulations 2024

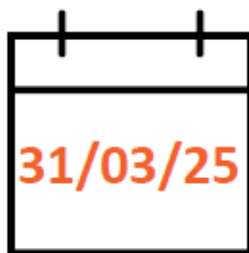
This regulation aims to streamline waste management processes and make recycling more efficient by requiring the separation of waste at the source.

By distinguishing between recyclables, organics, and general waste, it seeks to minimise contamination in recycling streams. This will help extend the lifespan of landfill sites and reduce pollution.

The legislation affects all businesses and non-domestic premises in England. These premises will be legally obligated under The Separation of Waste (England) Regulations 2024 to segregate dry recyclables (plastic, metal, glass, paper and card), food waste, and general residual waste.

What Changes Are Required?

- Food waste will need to be segregated in all our workplaces.
- Paper and Cardboard may also need to be segregated.



Changes come into force for businesses and non-domestic premises in England on the 31st March 2025.



Scan or click the QR code for government guidance

Network Rail CP7 Waste Targets:



99%
of our waste to be diverted from landfill

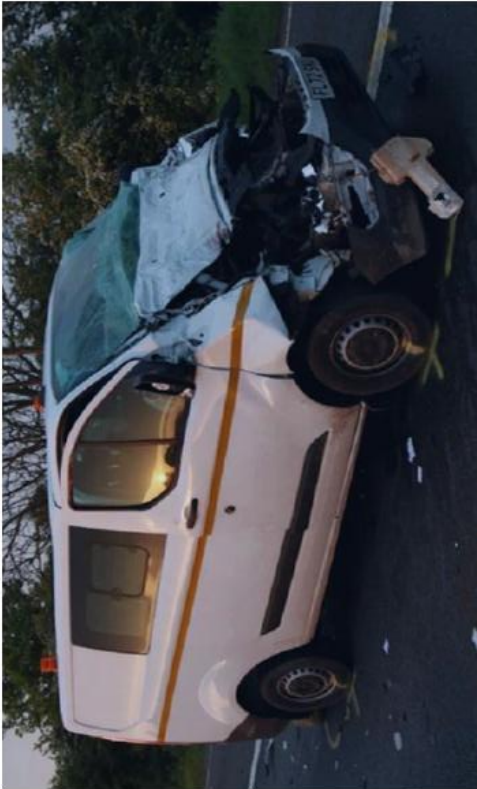
90%
of non-hazardous waste to be recycled



OFFICIAL

RTA – On the M40 Between Junction 12 & 13



What happened? A fatal road traffic collision occurred at 02:45 AM on 8th May 2024 on the M40 (Northbound) between Junctions 12 and 13. Two employees were returning home to the West Midlands after completing a shift at Gypsy Lane, Hemel Hempstead. Although hotel accommodation had been provided for post-shift rest, the employees opted to drive home due to personal obligations. Their vehicle collided with the rear of the HGV in lane one, causing fatal injuries to the passenger while the driver sustained non-life-threatening injuries.	
What caused it? Fatigue and Alertness Issues: - The driver and passenger chose not to stay at the hotel provided for rest after their shift. - They had personal commitments, which may have pressured them to travel home. - Fatigue Risk Index (FRI) score for the driver was recalculated at 39.7, indicating a heightened risk of microsleep. Safe Driving Practices: - Possible failure to maintain a safe following distance. - The driver might have been distracted or fatigued, reducing reaction time. Vehicle Monitoring and Controls: - The hired vehicle lacked telematics, making it difficult to assess the driver's behaviour, speed, and reaction before the collision. - Regular vehicles are equipped with tracking and monitoring technology, but this was not in place for the hired vehicle. Environmental & Road Conditions: - The lighting on this stretch of the M40 is limited, which may have affected visibility.	Learning/ Discussion Points: • Fatigue Management • Need for better enforcement of hotel stays after long shifts. • Decision-making Under Pressure: • Possible need for stronger incentives or requirements to ensure workers stay in booked accommodations. • Geofencing and tracking in all vehicles to ensure compliance. • Improved sign-in and fatigue tracking systems, including use of Sentinel cards to log actual work times.



Putting passengers first | 1

OFFICIAL

Shared Learning



everyone
home safe
every day

Slip, Trip & Fall – Access Point

Issued to: Scotland's Railway colleagues
& Principal Contractors

Ref: SRL 25-03L

Date of issue: 06/03/2025

Location: Lenzie, EGM1, 8m 44yds

Contact: [Chris Lyall, Health & Safety Manager](#)



Overview

As a colleague was walking down wooden steps at an access point, a step gave way, and they stumbled forward. The colleague put their hand out to grab the wooden handrail, resulting in a cut to their finger, however the outcome could have been worse.

The colleague was wearing safety gloves at the time and received first aid on site.

Slips, trips & falls are the leading cause of injury events across Scotland's Railway. In 2024/25 so far there's been 28 events (4 RIDDOR reportable, 1 lost time, and 23 no lost time injuries). Locations of these were:

- 13 on track or trackside.
- 9 at a compound, depot, or building.
- 6 at (or close to) an access point.

Underlying Causes

- Access for the works wasn't identified during the planning walkout.
- The access point used wasn't in the hazard directory and had been taken out of use.
- There was no sign or physical barrier showing the access as out of use.
- The access point was no longer being inspected or maintained because it wasn't in use.

Key Message

How do you plan access to site for your works and how do you check it's safe?

Always plan safe access and good housekeeping for your activity on site.

What information is available to help you plan? [Click here](#) for the new hazard directory.

Never use an access point that is not in the hazard directory or has been taken out of use.

What measures are in place where you work to prevent slips, trips & falls?

Always 'take 5' and confirm that it's safe before continuing on site.

Part of our group
of Safety Bulletins

**Safety
Alert**

**Safety
Bulletin**

**Safety
Advice**

**Shared
Learning**

Importance of Not “Walking By”



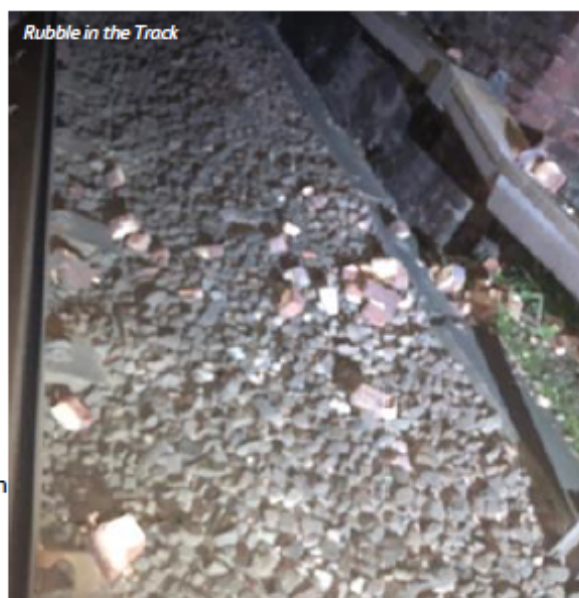
Description of the Incident

An important lesson in railway safety was demonstrated at Brentwood Station. During a task to renew rail bonds, an operative's quick action in spotting a significant hazard prevented a potentially dangerous situation that could have led to operational disruption. The operative noticed fallen bricks on the track and, upon closer inspection, discovered they had come from the bridge pier. The bricks had damaged the high-voltage (HV) cable route and struck the rail head, posing a serious risk to both infrastructure and safety. This incident highlights the critical importance of vigilance and prompt reporting when unexpected hazards are observed on or near the railway.

Immediate Action

Recognising the severity of the situation, the operative took immediate steps to ensure the safety of the site and trains passing through the area:

1. **Incident Reporting:** The operative immediately contacted the Engineering Supervisor, who escalated the issue to the Route Control / Mobile Operations Manager (MOM).
2. **On-Site Isolation:** As the COSS (Controller of Site Safety), the operative ensured the team and equipment was moved to a position of safety.
3. **Collaboration with Senior Personnel:** The operative met with the MOM on the platform, conducted a full COSS briefing, and inspected the damage.
4. **Safety Measures Implemented:** The team worked with Network Rail to implement a 20mph speed restriction on the affected line, which remained in place until the damage could be further assessed.



Positive Outcome

Thanks to the **quick reactions** taken, a **20mph speed restriction** was applied to the line, reducing the risk of further damage or harm to passing trains. The **MOM** took photographs of the damage, communicated with the signaller, and ensured that an inspection engineer would be sent to assess the situation.

A Good Reminder

A good reminder of the importance of the “Don’t Walk By” principle in high-risk environments like the railway. When potential hazards are identified, it is critical that they are addressed immediately to prevent escalation.

- Empowering staff to immediately report and act on potential hazards to prevent incidents.
- Effective communication between operatives, supervisors, management and Network Rail Route Control is essential to managing risks.
- Safety-first mindset: Even seemingly small issues can lead to serious problems if not addressed.

This case highlights how swift action and a proactive safety culture can prevent significant risks, protecting both the workforce and the public.

OFFICIAL

Safety Bulletin



everyone
home safe
every day

Finger crush injury during tail lift operations

Issued to: Network Rail
Ref: SRB 25-09L
Date of issue: 28/03/2025
Location: Market Street Access Point, Waverley
Contact: [Alisha Baird, Regional Workforce Health, Safety and Environmental Advisor](#)



Overview

On the evening of the 9th March 2025, a colleague's finger was trapped in the hinge between the platform and the folding handrail mechanism of Mitsubishi Canter tail lift as it was being lowered.

As the tail lift operator activated the controls, another colleague guided the platform down with their hand and moved their finger into the hinge. This resulted in a fracture to the colleague's finger.

The operator should support the tail lift as it is lowered by placing their hand under the platform, on the night they had supported the unfolding edge of the platform near the hinge.

During the investigation, it was discovered that neither operator had the relevant training.

The competence that authorises colleagues to operate an RRV with a tail lift is the 'Machine Operator Highway Permissible Vehicle' competence. The operator should then receive vehicle specific familiarisation training.

Tail lifts and moving equipment pose significant risk if not operated correctly. Demarcation stickers can assist in visually reminding operators where to support the vehicle from, and where to avoid.

Discussion Points

- ALWAYS Remember the Life Saving Rules and ensure you are trained and competent to operate equipment.
- ENSURE all colleagues are clear before engaging the equipment.
- ALWAYS adhere to the instructions provided in training.
- NEVER stand or place hands near moving parts when a tail lift is in operation.
- ALWAYS Remain focused on your surroundings.
- ENSURE you 'Take 5' to assess if it is safe to proceed.

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

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OFFICIAL

Safety Bulletin



everyone
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Discussion Points

- **ALWAYS** Remember the Life Saving Rules and ensure you are trained and competent to operate equipment.
- **ENSURE** all colleagues are clear before engaging the equipment.
- **ALWAYS** adhere to the instructions provided in training.
- **NEVER** stand or place hands near moving parts when a tail lift is in operation.
- **ALWAYS** Remain focused on your surroundings.
- **ENSURE** you 'Take 5' to assess if it is safe to proceed.

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of Safety Bulletins

**Safety
Alert**

**Safety
Bulletin**

**Safety
Advice**

**Shared
Learning**

Other Safety Information



Safety 3-4-3 and Fleet 3-4-3

TARGET



Scan or click on QR code to confirm briefing.



Summer Working

Although Summer often doesn't always result in excessively hot temperatures, there will be times when the sun does come out and you will find yourselves working in very hot and dry weather conditions.

Drink plenty of water to keep hydrated especially when working in hot weather. Avoid long periods of physical exertion especially in hot and humid weather. If you get too hot, take a break in the shade to allow yourself time to cool off.



1 No If, No Buts, No Maybe's ... 019 Safe Work Packs (SWP)

Your SWP is planned and created by a competent Safe System of Work Planner in accordance with **NR/L2/OHS/019 Safety of people at work on or near the line.**

Inform the Safe Work Planner of any errors so they could be corrected and a new SWP issued to you. Advise them that you accept the SWP when you are happy with its contents and understand the safe system of work. You must review your SWP as soon as you receive it to understand what is keeping you safe when carrying out your planned duty. Ensure that your SWP is correct and covers your access point and work activities.

When you arrive at site, confirmation of the correct location can be done by referring to your SWP and orientation using any datum points. These datum points include Signals, Point Numbers, Mileage Posts, Signal Boxes and Access Point Information boards.

You must have your site safety documentation with you while you are on site so you can check it if you are unsure.

Any changes to the SWP must be authorised and an authority number must be given. Confirmation of understanding and acceptance of the changes by yourself and all relevant staff within the working group must be recorded within the SWP.

All relevant fields within the SWP must be completed accurately, highlighting any errors or amendments to the SWP.

You must return all completed SWPs at the end of your shift so that we can monitor the effectiveness of the safe systems planning and review any errors and amendments.



SWPs that are deemed as a repeat task are verified and authorised for a set period of time – not per shift (NW&C).



Always be sure the required plans and permits are in place, before you start a job or go on or near the line.

100% OF SWPS MUST BE RETURNED.

2 Don't Be Complacent Just Because Everything Is Going OK

Just because everything is going OK doesn't mean it won't go wrong. Complacency is a feeling of being satisfied with oneself or with a situation, and usually leads to unawareness of actual dangers.

Overcoming complacency:

- Preparation is key - always treat every job as unique.
- Make sure you have everything you need and check they are adequate or in good working order.

- Challenge unclear briefings.
- Understand your safe systems of work and what is required of you.
- Take 5 for safety, before during and after a task.
- Challenge people who take short cuts or display complacency.
- Treat every shift as if it's a new shift, even if you are doing the same tasks over a few shifts.

We become complacent about our personal safety from repeated exposure to threatening situations that do not actually occur.

AVOID COMPLACENCY - EVERY SHIFT IS DIFFERENT AND PREPARATION IS KEY.

3 Socially Responsible Behaviours

When driving a Bridgeway vehicle or working at site, your behaviours and attitudes can affect members of the public who live and work around sites that we work in.

Driving:

When driving (especially in a Bridgeway vehicle), always follow the rules, drive in a responsible manner and keep control of your emotions and behaviour.

- Always keep calm and respect other road users.
- Adjust your speed to the conditions, not the speed limit.
- Keep a safe distance from the vehicle in front of you.
- Always park your vehicle considerately.
- Switch off your engines and radios when parked.

Our Lineside Neighbours:

- Always be considerate and respectful to the local residents at all times and avoid confrontations.
- No shouting or swearing.
- Do not cause any inconvenience to the local residents.
- No smoking or littering around residential premises.
- Turn equipment, plant and vehicle engines off when not in use.
- Keep your worksites tidy and remove all materials after work is completed

REMEMBER, WHILE YOU NEED TO WORK, LOCAL PEOPLE NEED TO SLEEP.

RESPECT CUTS BOTH WAYS. RESPECT OUR NEIGHBOURS AND THEY WILL RESPECT US.



TAKE 5 FOR SAFETY
Before, during and after a task



World Environment Day

World Environment Day (5 June 2025) calls for collective action to tackle plastic pollution.



Plastic pollution permeates every corner of the planet - even in our bodies in the form of microplastics. Today, plastics are an important part of the modern world, used in everything from car parts to medical devices. Since the 1950s, researchers estimate humanity has produced 9.2 billion tonnes of material, some 7 billion tonnes of which have become waste.

A major source of plastic pollution are single-use plastic products, which are not circulated in the economy, overwhelming waste systems and entering the environment. Some of the most common single-use plastic products are water bottles, dispensing containers, takeaway bags, disposable cutlery, freezer bags and packaging foam.

SAY NO
TO PLASTIC BOTTLES



Plastic pollution can wreak havoc on ecosystems. Small plastic particles can slow the growth of a microscopic marine algae known as phytoplankton, which is the base of several aquatic food webs. As well, fish often mistakenly eat plastic products, filling their stomachs with indigestible shards that cause them to starve to death.

Plastic often breaks down into tiny fragments - known as microplastics and nanoplastics - which can build up in the human body. Microplastics have been found in livers, testicles - even breast milk. One study found that on average, a litre of bottled water contains in the range of 240,000 microplastics.

Many plastic products are not designed to be reused and recycled. Some are too flimsy to be recycled, while others can only be recycled once or twice. The biggest problem is that most recycling systems cannot keep up with the explosion of plastic waste. The Organisation for Economic Co-operation and Development forecasts that by 2060, plastic waste will nearly triple to one billion tonnes a year.

We need to reduce our dependence on single-use plastic products and find alternatives to plastics in a range of products. We also need to prevent plastics from seeping into the environment.

Spoken Safety Critical Communications - Don't Be A Parrot

There have been recent industry incidents where instructions or changes to the track access/worksite plan have been miscommunicated, not properly understood.

Safety Critical Communications 4 Key principles:



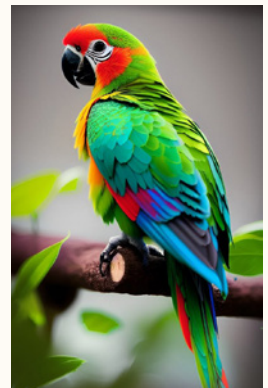
- 1. Accurate** Key Information is given and repeated back.
- 2. Brief** To the point, without digressing onto other topics. Doing this can lead to both individuals forgetting the purpose of the call and leaving out important details.
- 3. Clear** Slow, calm tone, away from background noise.
- 4. Professional** No slang/jargon terminology. Say all Letters and Numbers singularly using the Phonetic Alphabet.

Deliverer: If you are giving information or instructions to others, do not rush. Speak clearly and concisely. Do not use vague language, jargons or regional slang words.

Do not assume that the person on the other end understood your instructions. Ask pointed questions to ensure that it has been received and understood correctly.

Receiver: If you are listening to a safety critical message, you need to hear all of it, not part of it. Listen carefully and actively to any instructions given. Make sure that you that you fully understand all information and instructions being conveyed to you and that you are clear on what is required of you.

Don't be a parrot and repeat back instructions if you do not fully understand the instructions. Ask the person to repeat the instructions and question anything you don't fully understand. Keep asking until you are satisfied you have reached a clear understanding. Once understood, repeat back the instructions fully to confirm you have it correct.



Challenging another person's poor safety critical communications can be an emotive thing to do. Not doing though can lead to the misunderstanding of the message being passed between the parties involved in the safety critical communication.

Close Calls



You can report, view and track the status of your Close Call via the Bridgeway Help App or go to closecall.bridgewayconsulting.

I Said: Access does not have a proper route to track. To access the stairs onto track you have to climb through a fence at the edge of the field then jump over a water run off ditch.

Jack G-Palmer, East Midlands

I Did: Dan Meads: This is listed as an official NWR access point however it is the first time we have accessed that side of the bridge. These videos clearly show that side of the bridge is not in a usable state and so I will remove this from our SWPs. We will book line blocks from the safe side on all future packs.

I Said: Bridgeway team de-vegging bridge 1838 started working too close to each other with power tools.

Guy Strickett, Examinations

I Did: Guy/Jennifer Bird stopped team and discussed safety distances when using de-veg tools. Work restarted and completed safely.

I Said: When arriving on site both access gates were open, Ready Power service engineers were sat in two separate vans.

Roger Lander, Minor Works

I Did: I shut both gates despite being told it wasn't needed as they were sat there. I told them they were supposed to close and lock all gates. I pointed out as I was there as well I didn't want to appear to be the one flouting the rules.

I Said: Bolts missing from palisade gate.

Graham Udall, Minor Works

I Did: Fitted new bolts.

I Said: Access gate found open with padlock locked onto chain dangling within the undergrowth, it has not been closed for sometime, seeing how all the grass has grown into and around the chain. Trespass could occur.

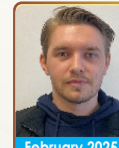
Matthew Langley, Minor Works

I Did: Closed gate, sprayed padlock with WD40 and re-secured around gate.

CLOSE CALL OF THE YEAR AWARD.

All Close Calls of the Month will be entered for the Close Call of the Year award in December 2025. The winner will receive a prize of £500.

Close Calls of the Month



February 2025

I Said: Poor ballast retention throughout bridge, possibility of ballast falling onto members of public. Document in report, close call.

Jack Robson, Examinations



February 2025

I Said: Team working on site removing pigeon guano, TBS states disposable coveralls, Safety Glasses, Gloves, and face mask with appropriate filters (e.g., FFP3 disposable mask or half mask with P3 filter) to be used. Photos sent through by the COSS shows operative working without any of these items.

Claire Marshall, Minor Works



April 2025

I Said: Approach ditches to both sides of culvert dangerous sink hole traps, which appear safe to walk on. When stepped on I sank to above my waist, potentially deeper if not supported fall by grabbing the bank. Would recommend draining ditches of water & mud & filling with drainable material such as gravel. Reported to Network Rail.

Elliott Johnson, Examinations

I Said: Displaced bricks due to vegetation growth. Potential to fall into public road. HM upside and downside wingwalls.

Emily Grogutt, Infrastructure Services

I Did: Checked stability with tapping poles. Bricks remain secure.

I Said: Open palisade fencing pail next to footpath, trespass can occur.

Matthew Langley, Minor Works

I Did: Re-secured fencing pail with replacement nut/bolt.

Safety First (NOT!!!) Height is not a problem.



Bridgeway's first Golden Site Rule is to always be fit for work.

Golden Site Rules

I will always:

1. Be fit for work
2. Understand and stick to the Safe System of Work
3. Stop work if I feel unsafe
4. Report all Accidents, Close Calls and Near Misses

(3E)S³ Exceeding Expectations Everywhere
Safety, Socially, Sustainably

At Bridgeway, many of us work in a safety-critical environment where it's vital that everyone is fit for work at all times.

You are likely to spend more time outdoors in the sun during summer.

It is important for you to take care of your health and "be fit for work", that you are in a state (physically, mentally and emotionally) where you are able to perform any tasks competently and in a manner which does not endanger the health and safety of yourself or others.



Fatigue: Not getting enough rest or sleep prior to your next shift may lead to an increased risk of fatigue and affect your alertness levels and performance. Events and activities outside of work can also affect how fatigued you get as well as affect the amount of rest you are getting.

Medication: Medications such as painkillers, cold and flu medicine, whether prescribed or over the counter, can reduce your alertness and focus, thus affecting your ability to work safely.

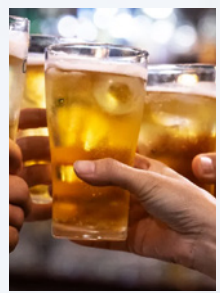
Ensure that you use non-drowsy medication.

You must inform your Line Manager or the People Team before your next shift.

You do not have to inform your Line Manager or the People team if you are only taking Paracetamol or Ibuprofen in accordance with the recommended dosage.



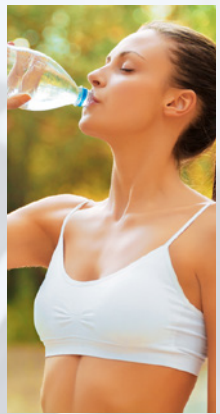
Alcohol: Keep tabs on the amount of alcohol you consume especially when you are enjoying a barbecue or even having a few drinks with friends. If you are working the next day, limit your intake. It could still be in your system, even if you feel fine. And remember, alcohol affects your sleep quality.



Hydration: It is important that you drink enough water whether you're working, playing sports travelling or just sitting in the sun.

Many people get dehydrated by not drinking enough fluid or by losing fluids and not replacing them. Symptoms of dehydration include:

- Pain when urinating (UTIs).
- Dry mouth, lips or eyes.
- Dizziness, headaches or tiredness.
- Lack of concentration.



If you're ever worried you might not be fit enough to perform your work safely, you need to speak to your Line Manager prior to your next shift so that alternative arrangements can be made to help you get fit and back to work.

Why Attend Town Hall Briefings, Safety Step-Ups and Departmental Team Meetings?

Bridgeway's number 1 priority is YOUR health, safety and wellbeing.

Every quarter, Bridgeway produce and share the Safety and Fleet 3-4-3 bulletins which contain various health, safety and driving messages that are important and need to be received by everyone.

Health, safety and wellbeing matters are chosen by Directors and Managers that are most relevant to current trends within our industry, not just across our business.

The Safety and Fleet 3-4-3 bulletins are designed to keep us all safe when working and gives you the most up to date information to ensure you are kept well informed of any relevant health and safety trends/messages.

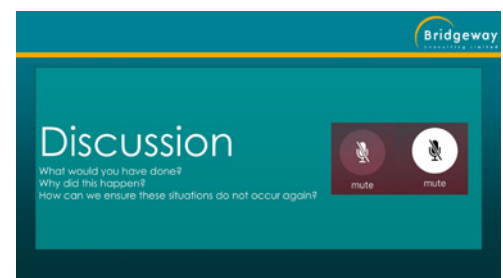
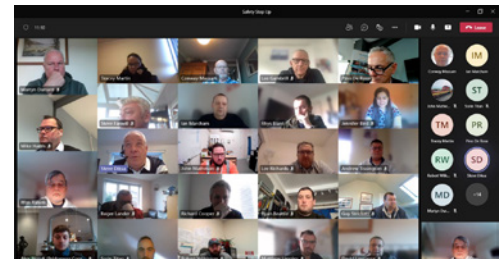
The Safety and Fleet 3-4-3 bulletins are communicated in a variety of ways i.e., via Email, Town Hall Briefings, Team meetings, Safety Step-Ups or displayed on notice boards at various locations within the office.

So why attend a Town Hall Briefings, Team meetings and Safety Step-Ups?

These events are not just tick box exercises to show clients or auditors that we do something just because it is required. They are a vital part of protecting yourself and your coworkers. Every meeting is an opportunity to meet the leadership team and engage with them and your colleagues, stay informed of industry news, changes to standards and working practices as well as share knowledge and learning experiences.

Reading, understanding and acknowledging the contents of the Safety and Fleet 3-4-3 bulletins as well as attending and actively participating in the Town Hall Briefings, Team meetings and Safety Step-Ups shows your personal commitment to safety, to preventing accidents/incidents and building a strong safety culture.

We want everyone to go home safe every day. A safe workplace and safe workforce increases our productivity and efficiency, making us all more valuable to our clients.



Wildlife Warrior



We are proud to announce that Sorin Titan from the Examinations Enabling Works team has been nominated as our very first Wildlife Warrior! This role recognises their exceptional commitment to looking out for wildlife and promoting safe, eco-friendly practices in our work environments.

An active squirrel nest was identified on the down side of the DWW2 651 Bridge, thanks to Sorin's sharp observation and quick reporting. In response, the team was promptly briefed, and a 5-metre exclusion zone has been implemented around the nest to ensure its protection and minimise disturbance. Sorin's proactive approach exemplifies Sorin's commitment to safeguarding local wildlife and maintaining environmental awareness during our operations. Great work, Sorin – a true Wildlife Warrior!

Wildlife like squirrels are vital to our ecosystems. Protecting their homes means we're not just complying with environmental guidelines—we're actively safeguarding nature. It's a small step that contributes to a bigger picture of conservation and respect for nature.

Every protective measure we take to safeguard wildlife is a testament to our commitment to preserving the natural world around us. Whether it's establishing exclusion zones, identifying active nests, or adjusting our activities to minimise disruption, each action contributes to the well-being of the creatures that share our environment. Your vigilance and proactive approach demonstrate care for nature and set a strong example for conservation. Thank you to everyone involved in these efforts – your dedication truly makes a difference.



Sorin Titan



Bridgeway Annual Staff Health, Safety and Safe Driving Survey Results - 2025

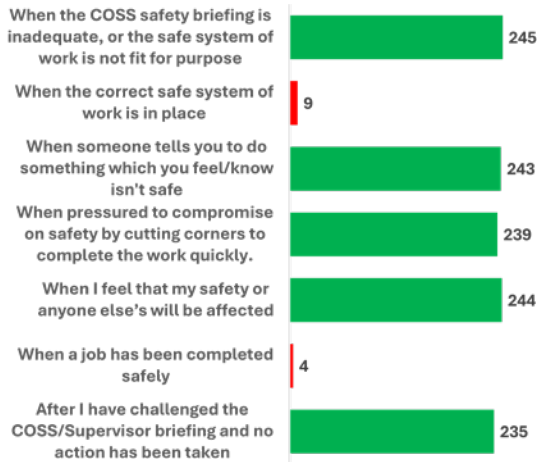
This year's survey was our 11th annual Health, Safety and Safe Driving Survey. We received a total of 247 responses this year.

Our success as a company is dependant on all our staff (frontline staff, office staff, Supervisors, Managers and Directors) to work, drive and behave in a safe manner so that we can all Go Home Safe Every Day. Bridgeway strive continually to improve our behaviours and safety culture by being open in our discussions, sharing/learning from mistakes, improving our processes/procedures and being innovative.

Thank you to all staff who responded honestly - the survey results enables us to gauge your understanding and perception of you behavioural safety so we can work with you to maintain and improve our health and safety performance.

When MUST you invoke the Bridgeway Worksafe Procedure? (Choose 5 answers)

91% of respondents answered this question correctly.



I would cut corners or take short cuts to get the job done.

100% of respondents answered this question positively.

Cut corners: To do something in the easiest and shortest way, sometimes at the expense of safety and high standards.



Short cuts in safety procedures results in fast track to injury.

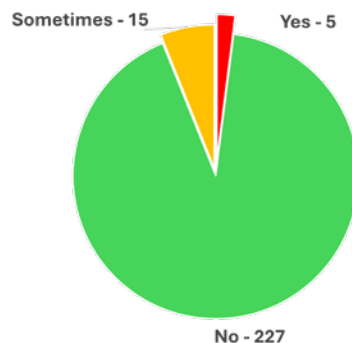
In the past 12 months, I have been pressurised to work unsafely (rush, cut corners etc.)

92% of respondents answered this question positively.

If you are ever pressured or asked to break or ignore any of the rules, you should refuse and say no.

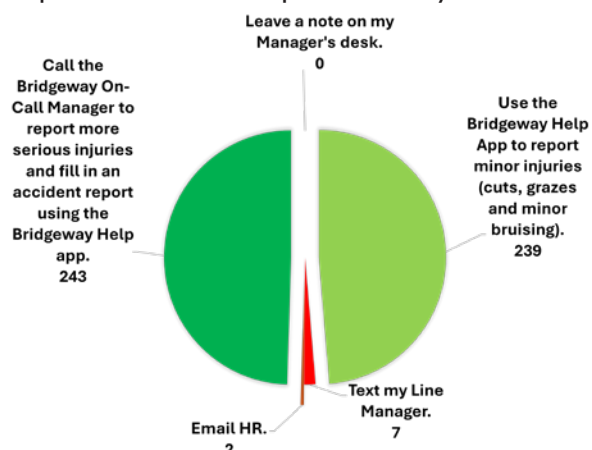
You are empowered invoke the Worksafe Procedure and to challenge those who:

- Put pressure on you to complete a job quickly.
- Compromise safety and by taking shortcuts or cutting corners to complete a task.
- Use incorrect methods, tools or equipment to complete a job quicker.
- Deviate from proper procedures because they think it would be easier or quicker.



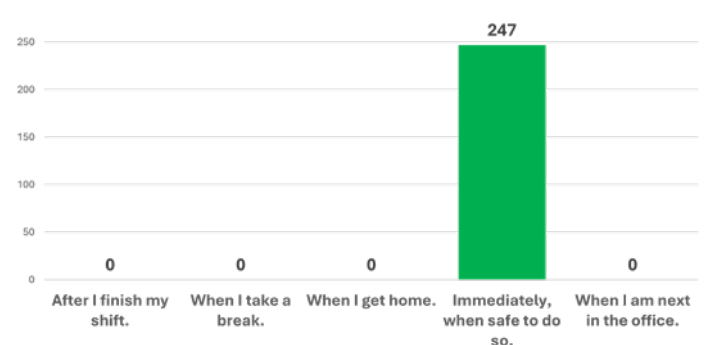
How do you report accidents? (Choose 2 answers)

91% of respondents answered this question correctly.



When MUST you report accidents?

100% of respondents answered this question correctly.

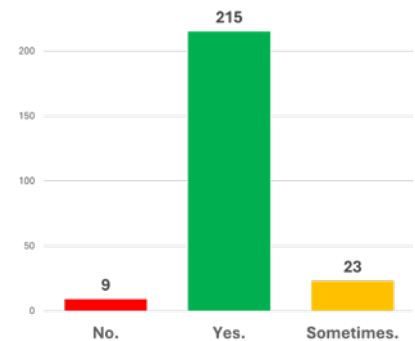


Does your Line Manager or co-workers care about your health, safety and welfare?

Everyone has a duty of care for each other's health, safety and welfare whilst working for Bridgeway.

Talk to your Line Manager or co-workers about your concerns and why you feel that they do not care about your health, safety and welfare.

If you still feel that your Line Manager or co-worker has not done anything to allay your concerns, then you can talk to one of the People team about your concerns. All matters will be handled with confidentiality.

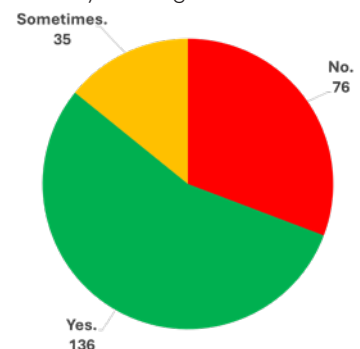


Do you regularly attend Bridgeway's Town Hall briefings or departmental team safety meetings?

If you are a safety critical worker, it is important that you attend Bridgeway's Town Hall briefings or departmental team safety meetings as these events contain important health and safety information that could affect you or your work.

These events also contain important case studies and lessons learnt from accidents and incidents within the industry.

You will also get a chance to have a face-to-face discussion with your departmental Managers and Director(s) regarding any health and safety concerns that you may have.



I can report safety concerns and Bridgeway will support me.

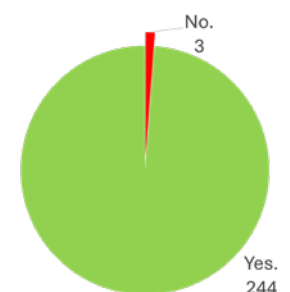
99% of respondents answered this question positively.

At Bridgeway, we operate an open and honest safety culture where staff, subcontractors and clients can have open discussions on HSQE and behavioural matters.

We will always support any individual who reports a safety concern that could affect their or anyone else's health, safety or wellbeing.

We encourage you to report your safety concerns to us. You can do so through the following methods:

- Your Departmental Safety Champions
- Your Line Manager
- The Assurance team
- Close Call Reporting via the Bridgeway Help App.



Would you challenge unsafe acts or behaviours of a Bridgeway or rail industry colleague who is more senior than you?

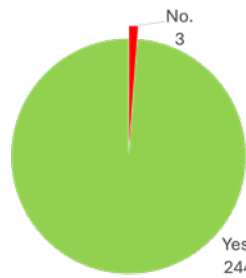
99% of respondents answered this question positively.

It is good to see an increase in the number of people who would challenge unsafe acts or behaviours of someone who is more senior to them.

Challenging any unsafe acts or behaviours can be intimidating, especially if it involves a person who is more senior than you or if that person is a client.

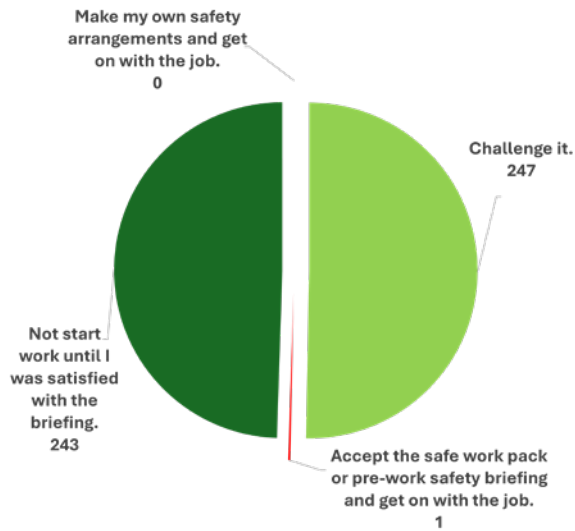
By challenging unsafe behaviours, it helps create a safer, more effective workplace. Don't be afraid to challenge people who:

- Display complacency.
- Take shortcuts compromising safety.
- Use incorrect methods, tools or equipment.
- Put pressure on others to complete the job quickly.
- Deviate from proper procedures because it would be easier to complete a task.



Challenging unsafe behaviours shows that you care enough to keep another person safe. Bridgeway will support you if the challenge is genuine.

If your safe work pack or pre-work safety briefing wasn't clear or you didn't understand it, what would you do? (Choose 2 answers)



Have you reported a Close Call in the last 6 Months?

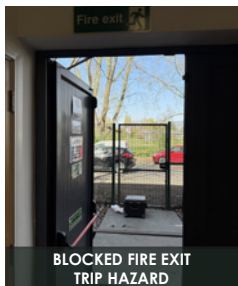
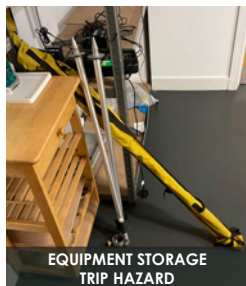
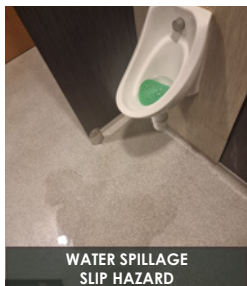
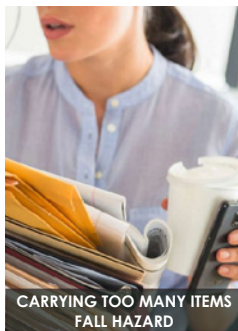
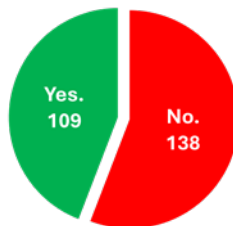
More than half of respondents said they haven't reported a Close Call in the last 6 months, with many stating that they were office/home-based and that they have not encountered any Close Calls or issues that needed reporting.

Don't walk by. An unreported Close Call could potentially cause harm or endanger someone's life.

Close Call reporting is not just for safety critical staff or anyone who works in worksite or in the stores. There are also office related Close Calls, e.g., tripping hazards (displaced floor mats, electrical cables, bags/boxes), blocked fire exits, spillage on the staircase, kitchen or toilet floor.

Behavioural Close Calls include wandering while talking on your mobile phone and not paying attention to your surroundings, or carrying too many things e.g., balancing an open laptop on one hand, holding documents under your arm and a hot drink in your other hand while trying to open heavy fire doors.

These are all accidents waiting to happen. Close Call them and help prevent accidents or injuries.

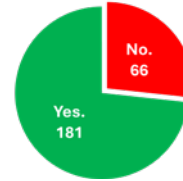


Select the correct Bridgeway Golden Site Rules. (Choose 4 answers)

86% of respondents answered this question correctly.



Do Bridgeway Safety Text Messages benefit you?



Safety Text Messages are sent out to communicate important health, wellbeing and safety information, instructions/procedural reminders, health and weather warnings or urgent communications regarding incidents/accidents.



What kind of medication must you declare to your Line Manager/People team? (Choose 4 answers)

61% of respondents answered this question correctly.



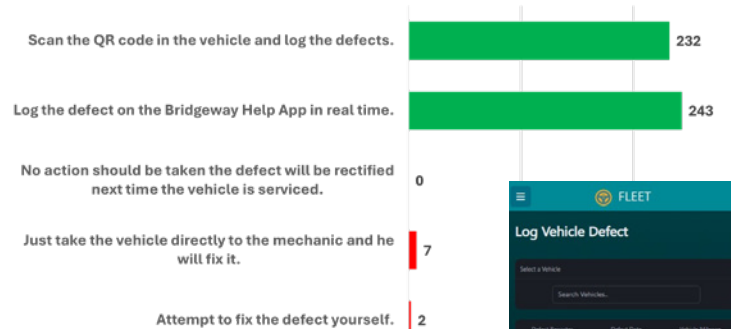
Medications, whether prescribed or over the counter, can affect your alertness and focus, and can impact your ability to work safely.

To ensure you are safe and fit for work, you must inform your Line Manager or the People Team if you are taking any medication, whether prescribed or over the counter. This includes painkillers, cold and flu medicine, or anything that may cause drowsiness (i.e., local or general anesthetics) or affect your judgement.

You do not have to inform your Line Manager or the People team if you are only taking paracetamol or Ibuprofen in accordance with the recommended dosage.

If you discover a problem with a pool vehicle, which TWO ways can you report it to have it fixed?

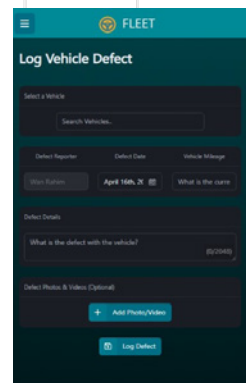
92% of respondents answered this question correctly.



All defects found on pool vehicles should be logged in real time via the Bridgeway Help App or by scanning the QR code in the vehicle.

Please take the time to watch the tutorial in the link below, which shows you how to log a defect:

<https://youtu.be/zeXQ8EmPaw8>

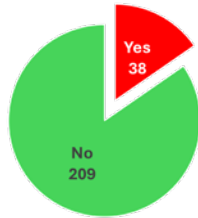


In the last 6 months, I have on occasion ignored the warning signs of fatigue and continued driving.

Undertaking or continuing journeys when you are fatigued endangers other lives as well as your own and it is every bit as dangerous as drunk, drugged or distracted driving.

Fatigue does not occur without warning, and most people recognise the symptoms but many still underestimate the dangers of continuing to drive while tired. Warning signs include:

- Increased difficulty concentrating
- Yawning
- Heavy eyelids
- Eyes starting to 'roll'.



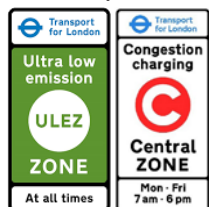
Do not be tempted to drive home even if it is just a short drive away.

By the time your head starts nodding, you could be having a 'microsleep'. If you nod off for 2 seconds while driving at 70mph, you could travel 205 feet without knowing it. If you start to feel tired whilst driving, stop at the next services **even if it is just ten minutes from home**. Get some coffee and rest (sleep for 10-15 minutes) before continuing your journey.

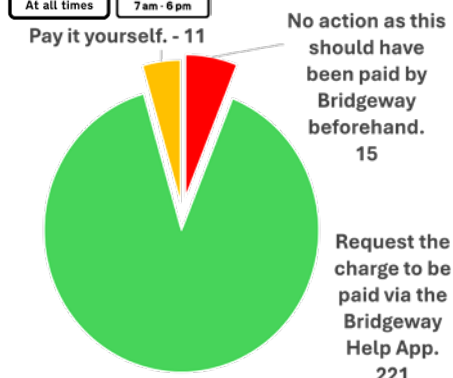
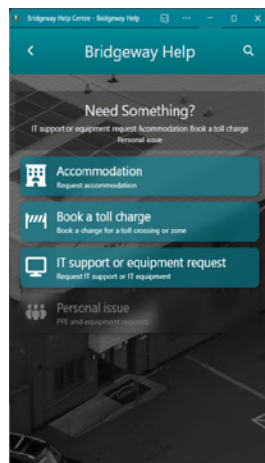
If your shift goes over the planned working time due to unforeseen circumstances, call the On-Call Manager to arrange for accommodation if you feel tired. If accommodation has been pre-booked for the end of your shift, you must use it.

If you plan on driving through the Ultra-Low Emission Zone (ULEZ) or Congestion Charge Zone (CCZ) whilst working, which action should you take?

89% of respondents answered this question correctly.

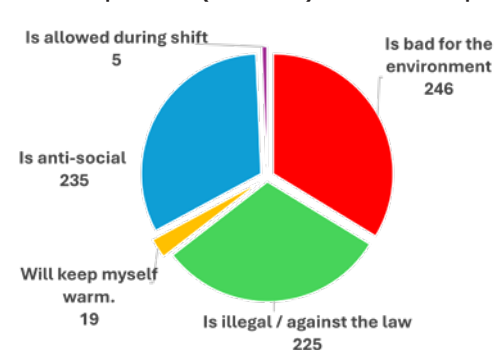


Pre-plan and check the routes you will be travelling and **pre-book ULEZ and CCZ payments** for your company vehicle via the Bridgeway Help App using the **"Book a toll charge"** function before the start of your shift.



Select three correct answers - Leaving your engine idling...

89% of respondents (317 of 358) answered this question correctly.



We all have a social responsibility to always respect our neighbours by minimising nuisance and disruptions caused by our work.

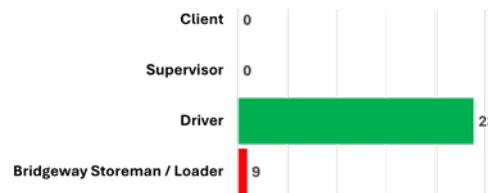
Leaving a vehicle idling is a cause of nuisance to our neighbours due to the fumes and noise of a vehicle engine running. Turn your vehicle engine off whenever you are parked.

It is against the law to leave a parked vehicle unattended with the engine running or leave a vehicle engine running unnecessarily while the vehicle is stationary on a public road.

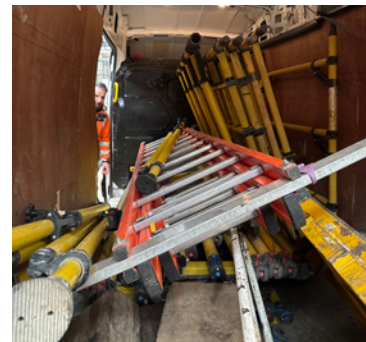
Idling increases the amount of exhaust fumes in the air which is bad for your health and the environment. As well as carbon dioxide, the exhaust fumes contain a number of harmful gases, including nitrogen dioxide, carbon monoxide and hydrocarbons which are linked to asthma and other lung diseases.

Who is ULTIMATELY responsible for the safe loading of a vehicle?

96% of respondents answered this question correctly.



Ensuring loads are safe and secure is a legal obligation which rests, ultimately, on you as the driver, whether or not you were involved in the securing of the load.



INCORRECT LOADING



CORRECT LOADING

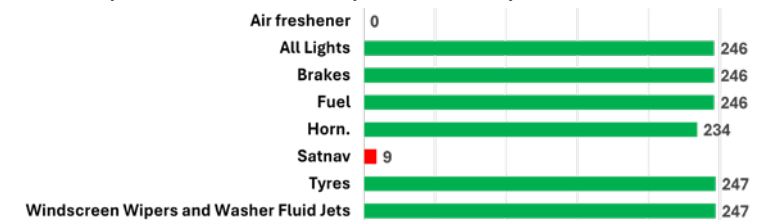
What precautions MUST you take when leaving your vehicle parked/unattended? Tick all the right answers. (Choose 6 answers)



TAKE PRECAUTIONS TO PREVENT VEHICLE BREAK INS

What vehicle checks should be done on a daily basis?

94% of respondents answered this question correctly.

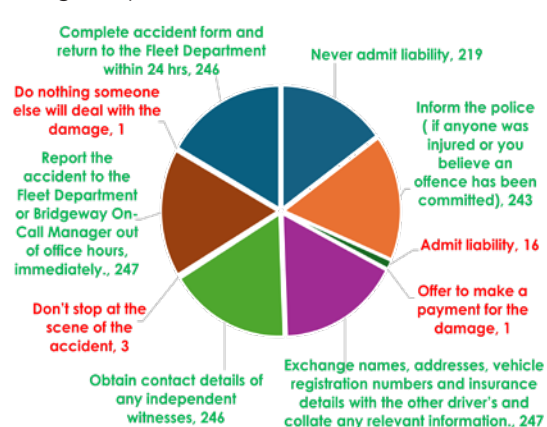


Use the Bridgeway Help App to report any vehicle defects.

If you have been involved in a road accident in a Bridgeway vehicle, you must: (Choose 6 correct answers)

87% of respondents answered this question correctly.

You should never put yourself in a position that could lead to injury or danger to yourself or other road users.

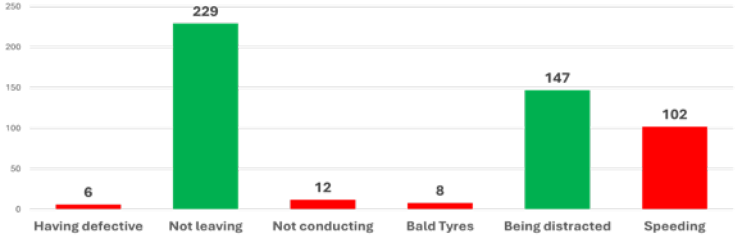


By law, if you are involved in an incident or collision you must stop. Failing to stop after an incident and failing to report an incident can each result in five to ten penalty points, a large fine, disqualification from driving and possible imprisonment.

If you have been involved in a road traffic collision while at work or when in a Bridgeway vehicle, you **MUST** contact the following immediately when it is safe to do so:

- Office hours: 0115 919 1111 Fleet department.
 - Out of office hours: 07966 303 977 Bridgeway On-Call Manager
- DO NOT TEXT THE ON-CALL MANAGER.**

Last year the most frequent Bridgeway Road traffic accidents were due to drivers hitting other vehicles in the rear. Please select the TWO most common causes for this. 52% of respondents answered this question correctly.



Two most common causes of front-end collisions are:

- Not leaving adequate braking distance (Being a space invader).
- Being distracted.

Front-end collisions are the most common accidents that occur when drivers do not have enough time to perceive and react safely to slowing or stopped traffic. Increasing your following distance can help give you time to react when someone brakes in front of you. Remember the **2 second rule**. Don't be a space invader.



Driver distraction is another significant contributing factor. When a driver's attention is diverted from the primary task of driving, even for a brief moment, it can impair a driver's ability to perceive and react to road conditions and increase the risk of collisions.

Stay safe, stay focused!

- Minimise distractions by keeping your eyes on the road, hands on the wheel, and mind on driving.
- Keep a safe distance from the vehicle in front of you. Maintain a following distance of **at least two seconds** or more in good weather conditions and increase this distance in adverse weather or when driving at higher speeds.

What is the maximum speed limit for a van driver, on a national speed limit dual carriageway?

70% of respondents (251 of 358) answered this question correctly. The speed limit is the **absolute maximum speed allowed** and does not mean it is safe to drive at that speed. You need to consider vehicle load, weather, road and traffic conditions.

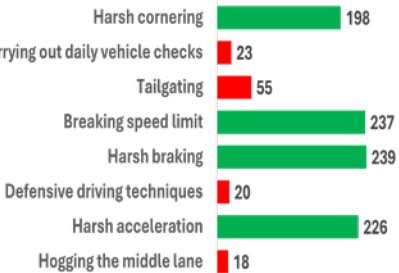


What are the FOUR common attributes that will give you a bad driver safety score?

69% of respondents answered this question correctly. All Bridgeway vehicles are fitted with telematics which actively monitors driver behaviours .

- The following statistics are used to score your driving safety:
- Harsh acceleration
 - Harsh braking
 - Harsh cornering
 - Breaking speed limit

The list of Top 10 best and worst drivers, based on the driver safety score, are presented at our monthly HSQE Meetings which is attended by Bridgeway Directors and Senior Managers.



Managing Health and Safety at Work: Survey Action Plan

The survey was designed to gauge the current health & safety behaviours and perception of Bridgeway staff, which will enable us to strategise our plans to maintain and improve health and safety at Bridgeway.

Although the results of this survey shows that the majority of staff have the right safety attitude and behaviours, we must not be complacent. Complacency can be dangerous as it leads to a lack of attention and care, increasing the likelihood of accidents. There is always room for improvement.

Our Action Plans

1. We will continue to reinforce our health, safety and wellbeing objectives and communications via the following:
 - Health, Safety, Quality & Environment (HSQE) and behaviours inductions for new starters. This will include information for the out of hours Bridgeway On-Call Manager service and Assurance/Fleet departmental functions and reporting lines for accidents, incidents and Close Calls.
 - Regular Town Hall health and safety briefings, regular Safety Step-Ups and team meetings.
 - Continued publication and distribution of Safety & Fleet 3-4-3 bulletins, HSQE Alerts, HSQE information posters, Safety Text Messages, Tool Box Talks and Lessons Learnt/Case Studies.
 - Continued reinforcement of Bridgeway's Behavioural Safety and Values, Golden Site Rules and (3E)S³ vision.
 - Annual assurance plan and additional risk-based Frontline assurance checks.
 - Use Bridgeway and industry trends and data for improvement.
 - Continue to be part of Industry stakeholder groups to influence and shape safety of operations and strategy.
2. Bridgeway Directors and Senior Managers will continue to engage frontline staff with open and honest discussions on:
 - Staff health, safety, behaviours and personal wellbeing.
 - Bridgeway's (3E)S³ vision and values.
 - Our safety behavioural culture.
 - Importance of reporting of Close Calls.
 - Real-time reporting of accidents and incidents.
 - Challenging unsafe behaviours especially by a Client or a senior colleague.
 - Invoking the Worksafe procedure.
 - Fair Culture matrix for investigations
 - Bridgeway's Safety Net managing back to work processes.
3. We will continue to promote safe driving practices and strengthen our focus on driving fatigue and the common causes of front-end collisions.
 - Safe Driving Inductions for all new starters, covering all aspects of safe driving, including fatigue management.
 - Regular communication through town hall meetings, safety briefings, and team meetings to maintain awareness and engagement.
 - Targeted Fleet Alerts focused on fatigue-related issues and front-end collisions.
 - Development of a Bridgeway Help Accident App and an online accident report form, supported by a 'bump card' to guide drivers through the process.
 - Use Bridgeway and industry trends and data for improvement.

If you ever need to discuss any safety concerns that you may have, please feel free to talk to the Assurance team. We will work together to find a solution to address your safety concerns.

You can also talk to your departmental Safety Champions. They are available if you need to talk to someone about health and safety concerns and will work with the HSQE team to provide you with answers and solutions to them.

If you have and questions about driving safety, safe loading of vehicles, vehicle maintenance or anything else related to driving, please contact the Fleet team who will be happy to help.

(3E)S³ = Exceeding Expectations Everywhere
= **S**afety, **S**ocially & **S**ustainably

We all have a part to play in working, driving and behaving SAFELY and SUSTAINABLY.

If you have any comments on this or any issue of the Safety 3-4-3™ or Fleet 3-4-3™ newsletter, or any other suggestions regarding close calls, safety behaviours, health, safety, environmental or driving related matters, please contact us at the email addresses shown on the right.

Bridgeway Consulting Ltd
Bridgeway House, 2 Riverside Way, Nottingham NG2 1DP

- assurance@bridgeway-consulting.co.uk
- fleet@bridgeway-consulting.co.uk



The Driving Lifesaving Rules

More accidents happen to people while driving to and from work than while on the job or at home. The Driving Lifesaving Rules are applicable for everyone - not just those who work on the railway infrastructure:

- **Never work or drive while under the influence of drugs or alcohol.**
- **Never use a hand-held or hands-free phone, or programme any other mobile device, while driving.**
- **Always obey the speed limit and wear a seat belt.**

Be safe always - your unsafe driving behaviours could be life changing for others, not just yourself.

We want everyone to go home safe every day.

Scan or click on QR code to confirm briefing.



1 Commercial Speed Limits

Understanding speed limits is essential for van drivers to ensure safety, compliance, and efficiency on the road.

Unlike cars, vans often have lower speed limits, particularly on certain road types.

Standard Speed Limits for Bridgeway Vans

- Built-up areas: 30 mph (same as cars).
- Single carriageways: 50 mph (10 mph lower than cars).
- Dual carriageways: 60 mph (10 mph lower than cars).
- Motorways: 70 mph (same as cars).
- Vans towing trailers have lower motorway speed limits (60 mph instead of 70 mph).

Consequences of Speeding

- Speeding fines can reach £1,000 (£2,500 for motorway offences).
- Drivers may receive 3 to 6 penalty points for exceeding limits.
- Speeding increases accident risks and fuel consumption.

Best Practices for Compliance

- Plan routes to avoid unnecessary delays and pressure to speed.
- Always check road signs for local speed restrictions.
- Use speed limiters where applicable.

For more details, you can refer to the official UK Government guidance on van driving regulations.



Always obey the speed limit and wear a seat belt.

KNOW THE SPEED LIMITS

2 Driver Responsibilities and Professionalism

We have seen a rise in complaints regarding poor driving behaviours. Please remember that when travelling to and from site, you are representing Bridgeway and the rail industry. It is essential to prioritise your own safety, as well as the safety of other road users.

Whenever and wherever you drive, the following should be taken into consideration:

- Obey all traffic rules in accordance with the Highway Code.
- Watch your speed, it's a limit not a target.
- Never cut in front of another car or weave through traffic.
- Keep a safe distance from the car in front.

- Be patient - give others extra time and where necessary, extra room.
- Be ready for others to make mistakes.
- Concentrate on your driving.
- Please be considerate when parking your vehicle.
- Never use anything that could become a distraction (in cab technology).
- Always drive with consideration to other road users.
- Always adhere to the Rail Industry Life Saving Rules.

By driving responsibly, we can help reduce accidents, lower emissions, and contribute to a safer, healthier, and more positive community. Let's all do our part to ensure everyone gets home safe every day.

REMEMBER OUR VISION: (3E)S³ Exceeding Expectations Everywhere
Safely Socially Sustainably



3 Safe Summer Driving

Longer days and warmer weather in summer brings about changes in driving conditions. During summer, people tend to pay less attention driving as they are more relaxed and get easily distracted.

Stay alert. The number of people on the roads in the summer increases. Some may be unfamiliar with the roads they are travelling on. They could be distracted trying to follow a map or satnav and cause confusion to other road users by making sudden turns or U-turns. They are also more prone to crashing.

- Keep a bottle of water in the vehicle. Hot weather can cause fatigue and irritability to drivers. You can become easily dehydrated and it can affect your driving abilities.

- Summer also brings out many different types of road users. Look out for horses, tractors, caravans, horse boxes, cyclists and walkers. Be careful especially when going around corners with restricted visibility due to dense vegetation.
- Keep your windscreens clean as dirt and marks can amplify sun glare. Have access to and wear a clean pair of sunglasses while driving.
- Keep your vehicle's coolant topped up to reduce the chance of it overheating and turn the engine off when stuck in traffic for a prolonged period as this too will prevent it from overheating.
- Regularly check tyre pressures and condition on a monthly basis as the higher temperatures of summer increase tyre pressure that could lead to the risk of tyre blowout.

A 5% DROP IN HYDRATION LEVELS CAN CAUSE A DROP OF UP TO 30% IN CONCENTRATION LEVELS.

